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Agrahayana 6, 1895 (Saka)

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LOK SABHA

Tuesday, November 27, 1973/ Agrahayana 6, 1895 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Strike by Locomen of Ghaziabad-. Bikaner Division

†

*221. SHRIMATI SAVITRI SHYAM:
SHRI CHANDRA SHEKHAR SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether some Locomen of the Bikaner Division (N. Rly.) and at Ghaziabad were on agitation and strike in the first week of November, 1973;

(b) if so, the reasons therefor and how the said agitation ended;

(c) the total loss to the Public Employees and to Government and the man-days lost due to this agitation; and

(d) what assurances have been given by the authorities concerned and the Railway Minister and the action taken to fulfil the assurances given from time to time?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (d). A statement is laid on the Table of the Sabha.

Statement

There was an agitation by the Loco Running Staff of Bikaner Division. The agitation started when the Divisional Superintendent, Bikaner Division did not agree to talk to them as representatives of the two unrecognised Associations viz. All India Loco Running Staff Association and All India Mechanical Staff Association although he advised the staff that they may meet him in individual capacity and represent their grievances which would be looked into.

The loss suffered by the Railways is about Rs. 6.3 lakhs and the man-days lost 1870.

The following assurance was given to the staff:—

"All Loco Runing Staff of Bikaner Division are hereby assured that there will be no victimisation as indicated by Divisional Superintendent, Bikaner provided they call off the strike voluntarily and join duties immediately."

Thereafter, the staff resumed duty

No specific action is required to fulfil the above assurance.

There was no strike by the Loco Running Staff at Ghaziabad in the first week of November.

श्रीमती सावित्री श्याम : अध्यक्ष महोदय, मेरे प्रश्न के दो पहलू हैं जो मैंने दूसरे समाचारपत्रों जनयुग और पैट्रियट इत्यादि के आधार पर दिया था जिस में माननीय मंत्री जी ने उत्तर दिया अपने स्टेटमेंट में कि बीकानेर डिवीजन में तो इसलिए स्ट्राइक हुई कि वहां के अफसरों ने वर्कशाप के रेप्रेजेन्टेटिव्ज से मिलना नहीं चाहा और नहीं मिले और गाजियाबाद के सम्बन्ध में यह उत्तर दिया कि नवम्बर के प्रथम सप्ताह में लोको रनिंग स्टाफ द्वारा

कोई हड़ताल नहीं की गई । तो मैं एक स्पष्टीकरण चाहती हूं कि 2 या 3 नवम्बर को गाजियाबाद में कोई स्ट्राइक हुई या नहीं हुई और उस में जो 13–14 के लगभग गिरफ्तारियां होने की सूचना है वह गिरफ्तारियां हुई है या नहीं हुई हैं और यह किस सम्बन्ध में स्ट्राइक थी ? मेरी नालिज में यह था कि गाजियाबाद में स्ट्राइक हुई और उन लोगों की मांग थी कि दिल्ली और गाजियाबाद में एक सी महंगाई है, कम्पेन्सेटरी एलावेंस उन को मिलना चाहिए । यह भी खबर थी कि रेलवे मंत्री ने यह आश्वासन दिया कि हम इस पर विचार करेंगे और यह देंगे । माननीय मंत्री जी कहते हैं अपने उत्तर में कि कोई स्ट्राइक नहीं हुई तो मैं जानना चाहती हूं कि 2–3 नवम्बर को नहीं हुई तो क्या किसी और दिन हुई या नहीं हुई और हुई तो किस सम्बन्ध में हुई ? क्या आश्वासन उन्होंने दिया और उस आश्वासन की पूर्ति किस तरह करने जा रहे हैं ?

श्री मुहम्मद शफी कुरेशी : गाजियाबाद में नवम्बर के पहले हफ्ते में कोई हड़ताल नहीं हुई । जो हड़ताल हुई वह बीकानेर डिवीजन में रिवाड़ी के मुकाम पर हुई । वह इस मुताल्लिक हुई कि उन्होंने डी० एम० को कुछ रेप्रेजेन्टेशन देना चाहा था । वह न लेने की वजह से स्ट्राइक हुई । जैसा कि माननीय सदस्य ने पूछा है गाजियाबाद के पहले हफ्ते में कोई हड़ताल हुई, मेरी जो इत्तिला है उसके मुताबिक पहले हफ्ते में नवम्बर के वहां पर कोई हड़ताल नहीं हुई । जो दूसरा मामला था गाजियाबाद का कि वहां पर वे कम्पेंसेटरी एलाउंस चाहते थे वह इस मामले से सम्बन्धित नहीं है । वह अलहदा तौर से दूसरा मसला था जिसके ऊपर वे हड़ताल करना चाहते थे लेकिन हड़ताल नहीं हुई ।

श्रीमती सावित्री श्याम : जो कम्पेंसेटरी एलाउंस की मांग थी वह माननीय मंत्री जी से कोई अलग रिपिजेंटेशन दे कर या मैमोरेंडम दे कर की है या स्ट्राइक करके की है ? सारा प्रश्न मेरा यह था कि क्या नवम्बर में कोई स्ट्राइक हुई या नहीं ? मंत्री जी कहते हैं कि नहीं हुई लेकिन मेरी इत्तिला यह है कि हुई है । कम्पेंसेटरी एलाउंस की जो मांग है गाजियाबाद के लोको वर्कर्ज की चाहे वह किसी तरह से भी हो क्या उसको स्वीकार किया गया है या नहीं ?

श्री मुहम्मद शफी कुरेशी : हमने उसको माना तो नहीं है लेकिन वह विचाराधीन है ।

श्रीमती सावित्री श्याम : इस में कितना समय लगेगा और बीकानेर में जो स्ट्राइक हुई . . . .

अध्यक्ष महोदय : कहीं आपस में उनके कमरे में बैठ जाइयेगा और सारी बातें कर लीजियेगा ।

SHRIMATI SAVITRI SHYAM: It is very difficult for ladies to go and talk in the room. I want the answer publicly on the floor of the House. What is the difficulty here?

SHRI A. P. SHARMA: The remark should be expunged, because it is an aspersion against the hon. Minister because the lady Member says that she cannot talk alone.

SHRI NAWAL KISHORE SHARMA: She was so kind that she has used the word 'difficult' and not 'dangerous'.

श्रीमती सावित्री श्याम : मेरा दूसरा प्रश्न अभी बाकी है । देशव्यापी हड़ताल किस कारण होती है, रेलवे के बड़े अफसरान वर्कर्ज रिप्रिजेंटेटिव्ज की बातों को सुनना नहीं चाहते और यह कह कर टाल देते हैं कि अनआथोराइज्ड यूनियन है । काफी इससे नुकसान हो रहा है मैनेजेज को भी और दूसरा भी । कई लाख के करीब बीकानेर में ही हो गया ? क्या आप ऐसी कोई

व्यवस्था, कोई ऐसी नीति रेलवे में अपनाने जा रहे हैं ताकि हड़ताल न हो और अफसर उनकी बात सुनें ?

श्री मुहम्मद शफी कुरेशी : रेलवे में दो यूनियंज हैं और उन्हीं को नेगोशियेट करने का हक दिया गया है। नैगोशिएशंज उन्हीं से होते हैं। माननीय सदस्य जो कहती हैं कि रेलवे के अफसर कर्मचारियों की बातों को नहीं सुनते हैं उसको सुनने के लिए वे हमेशा तैयार हैं लेकिन उस में कोई नैगोशिएशन डायरेक्टली उनके साथ नहीं हो सकता। जैसी इस वक्त की हालत है उनको मैं बयान कर रहा हूं।

श्रीमती सावित्री श्याम : आगे की बताइये न।

श्री मुहम्मद शफी कुरेशी : हर कर्मचारी की बात सुनी जाएगी और सुनने के लिए बाकायदा हिदायत दी गई है।

श्री चन्द्र शेखर सिंह : अप्रैल 73 में जो पूरे देश भर में कर्मचारियों की हड़ताल हुई उस में कर्मचारियों ने उच्च अधिकारी वर्ग पर भ्रष्टाचार के आरोप लगाए थे। उन आरोपों को रोकने में आप कहां तक सफल हुए ? उसमें कुछ अधिकारियों पर चार्ज लगाया गया था. क्या उस की जांच पड़ताल की गई। उदाहरण के लिए अभी तीन दिन पहले श्री एम० पी० वर्मा जो रेलवे कर्मचारी हैं, लोक सभा के सामने कई बार उस मामले को लाये, भूख हड़ताल की, और अन्त में आत्म-हत्या करने का प्रयत्न किया क्योंकि जिन अधिकारियों के खिलाफ़ उन्होंने भ्रष्टाचार के आरोप लगाये थे, उस को रोकने की तरफ़ ध्यान नहीं दिया गया—क्या यह बात सच है ?

श्री मुहम्मद शफी कुरेशी : इन्होंने यह तो बताया ही नहीं कि जो आरोप लगाये गये थे वे किस किस्म के थे। असल में वे आरोप नहीं थे, कुछ मांगें थीं, जिस के लिए वे चाहते थे कि हम उन को पूरा करें। सदन को मालूम है कि रेलवे कर्मचारियों की जो मांगें होती हैं, वह कोई नई बात नहीं है, हर रोज नई मांगें पैदा होती हैं और उन को पूरा करने की कोशिश की जाती है।

माननीय सदस्य ने श्री वर्मा का जिक्र किया। उन्होंने पार्लियामेन्ट के सामने भूख-हड़ताल की और फिर आत्म-हत्या करने की कोशिश की। उस की डिटेल्ज इस वक्त मेरे पास मौजूद नहीं है लेकिन इतना मुझे मालूम है कि वह रेलवे के एक रिटायर्ड कर्मचारी थे, उन को पेन्शन नहीं मिल रही थी, जिस के लिए वह कोशिश कर रहे थे कि उनको वक्त पर मिल जायें।

श्री ए० पी० शर्मा : आज से दो-तीन पहले अखबारों में पता चला कि रेलवे में डिफेंस आफ़ इण्डिया रूल 6 महीने के लिए बढ़ा दिया गया है .....

श्री रामावतार शास्त्री : जिस की सब लोगों ने निन्दा की है।

श्री ए० पी० शर्मा : आप ने नहीं की है। डिफेन्स आफ़ इण्डिया रूल लागू रहने के बाद भी रेलवे में छुट-पुट स्ट्राइक्स होती रहती हैं। ये स्ट्राइक्स किसी रिकागनाइज यूनियन के द्वारा नहीं होती हैं, आये-दिन जिस का जी चाहता है, स्ट्राइक कर देता है। डिफेन्स आफ़ इण्डिया रूल लागू रहने के बावजूद भी आप के जवाब में यह कहा गया है कि उन लोगों के खिलाफ़ कोई कार्यवाही नहीं की गई है। मैं जानना चाहता हूं —डिफेन्स आफ़ इण्डिया रूल लागू होने के बावजूद जो इस तरह की हरकतें होती हैं—उन के खिलाफ़ आप का मंत्रालय क्या कार्यवाही करता है ? क्या इस कानून के मुताबिक कार्यवाही की जाएगी ? . . .

SHRI KRISHNA CHANDRA HALDER: It is not relevant.

श्री ए० पी० शर्मा : मैं जानना चाहता हूं—इस तरह की जो गैर-कानूनी हरकतें रोज होती हैं, उस के खिलाफ़ क्या रेलवे अधिकारी और भारत सरकार उचित कदम उठायेगी और कार्यवाही करेगी ताकि स्ट्राइक के नाम को इस तरह से आये दिन बदनाम न किया जाय ।

श्री महम्मद शफ़ी कुरेशी : डिफन्स आफ़ इण्डिया रूल लागू होने का मतलब यह नहीं है कि रेलवे अपने वर्कर्स के खिलाफ़ कोई इन्तकामी कार्यवाही करना चाहती है । लेकिन रेलवे के काम को रोकने के लिए जो नाजायज कार्यवाही की जाती है, उस के खिलाफ़ डिफेन्स-आफ-इण्डिया रूल लागू किया जाता है । इस लिए ऐसी जो कार्यवाही की जायगी, उस के खिलाफ़ डिफेन्स आफ़ इण्डिया रूल पर पूरी तरह से अमल किया जायगा, किसी के साथ कोई रियायत नहीं बरती जायगी । लेकिन जहां तक रेलवे कर्मचारियों का ताल्लुक है किसी इन्तकामी जज्बे के तहत इस को लागू नहीं किया जायगा, बल्कि रेलवे विभाग को अच्छी तरह से चलाने के लिए इस कानून को इस वक्त लाना जरूरी था । जो गैर-कानूनी काम करेगा उसके खिलाफ़ इस के तहत कार्यवाही की जायगी ।

श्री मोहम्मद इस्माइल : लोको रनिंग स्टाफ के साथ आप की बातचीत चल रही है, लेकिन आप अभी कोई फैसला नहीं कर पाये हैं । मालूम नहीं—फैसला कर भी पायेंगे या नहीं । इसी बीच में आप के अधिकारियों ने इस किस्म का एटीचूड अख्तियार कर लिया है कि स्टाफ़ कौन्सिल के लोगों को ट्रांस्फर करना शुरू कर दिया है । मुझे "लांडिग" से टेलीग्राम मिला है, वहां श्री के० के० धर का ट्रांस्फर कर दिया गया है और इसी तरह दूसरी जगह भी हो रहा है । क्या आप को इस की खबर है ? ए० आई० आर० एफ० जो रिकनाइज्ड है, उस ने फैसला किया है कि अगर इसका फैसला नहीं हुआ तो वे डायरेक्ट एक्शन में आयेंगे ।

श्री मुहम्मद शफ़ी कुरेशी : अखबारों से पता चला है कि ए० आई० आर० एफ० ने फैसला किया है कि हम जो 10 घण्टे का काम चालू कर रहे हैं, अगर इसका फैसला नहीं हुआ तो व किसी किस्म के एक्शन में जायेंगे ।

जहां तक लोको-रनिंग-स्टाफ़ का मामला है, उन से बातचीत हो रही है जो इस वक्त इन्तहाई नाजुक मरहले में पहुच चुकी है । इस लिए इस वक्त उसके बारे में कुछ न कहा जाये, तो ज्यादा अच्छा होगा—वर्क के लिए भी और रेलवे विभाग के लिए भी ।

श्री मोहम्मद इस्माइल : वह रिकग्नाइज्ड फैडेशन है, उस ने आप को बताया है या नहीं ?

श्री हुकम चन्द कछवाय : सरकार जो कहती है, उस का पालन नहीं करती है ।....

अध्यक्ष महोदय : इस सवाल पर काफ़ी वक्त दिया जा चुका है ।

श्री हुकम चन्द कछवाय : सरकार ने बेहाल कर रखा है, इस लिए प्रश्न करने पड़ते हैं । हम वर्कर्स में काम करते हैं...

अध्यक्ष महोदय : यह सवालों का वक्त है, बहस का वक्त नहीं है ...

श्री रामावतार शास्त्री : अध्यक्ष महोदय, हम उन लोगों में काम करते हैं...

अध्यक्ष महोदय : आप को काम करना है या प्रचार करना है, यह उस की जगह नहीं है, यहां तो आप को इन्फर्मेशन लेनी है । अगर आप बाहर का काम भी यहां चलायेंगे

तो यह कैसे मुमकिन है। क्वेश्चन-आवर को आप डिबेटिंग बना देते हैं और कहते हैं कि काम करना है, इसलिए जरूरी है, यह मुनासिब नहीं है।

श्री राजेन्द्र प्रसाद यादव : माननीय मंत्री जी ने बताया है कि नाजायज काम करने वालों पर डी० आई० आर० लागू किया जाता है, क्या इन के अपने बनाये कानूनों पर चलना भी नाजायज काम करना कहेंगे ? कोई कर्मचारी वर्क-टु-रूल काम करता है—इस को आप नाजायज मानेंगे या नहीं ? के ऐसे लोगो के खिलाफ़ कोई कार्यवाही नहीं की जायगी—क्या इस का आश्वासन दिया जायगा।

श्री मुहम्मद शफ़ी कुरेशी : वर्क-टू-रूल के दौरान अगर कोई कर्मचारी गैर-कानूनी हरकत करेगा, उस पर डी० आई० आर० लागू होगा। माननीय सदस्य का इशारा किस बात की तरफ है, मैं नहीं जानता, लेकिन आज तक ऐसा कोई मामला नहीं है जिस ने गुनाह नहीं किया है, उस पर डी आई० आर० लागू किया गया हो।

श्री राजेन्द्र प्रसाद यादव : वर्क-टू-रूल क्या है —आप की निगाह में।

श्री हुकम चन्द कछवाय : रेलवे मंत्री जी ने जो वक्तव्य रखा है, इस में कहा है कि हम ने कुछ आश्वासन दिये हैं। क्या यह सही है कि जो आश्वासन दिये हैं उन का ठीक प्रकार से पालन नहीं किया जा रहा है ? क्या यह सही है कि आप के जितने जोन्ज हैं उन सब में समानता नहीं है, जिस के कारण लोगों में उत्तेजना पैदा होती है। रेलवे के सभी जोन्ज में समानता आये, इस के लिए आप कौन से कदम उठाने जा रहे हैं ?

श्री मुहम्मद शफ़ी कुरेशी : बीकानेर डिवीजन में जितने ऐशोरेसेज डी० एस० की तरफ़ से दिये गये थे, जैसे स्ट्राइक के दौरान जो गैरहाजरी का पीरियड है, उस को "डाइज-नान" ट्रीट किया जायगा, यह मुकम्मिल तौर पर लागू कर दिया गया है। किसी का विकिटमाइजेशन नहीं होगा। माननीय सदस्य के सामने अगर कोई ऐसा वाक्या हो, जहां इन आश्वासनों को पूरा न किया गया हो, उसे वे हमारी नालिज में लायें, हम उस पर जरूर गौर करेंगे।

श्री हुकम चन्द कछवाय : सब जोनों में समानता नहीं है जिस से अधिक उत्तेजना फैलती है—इस के लिए आप क्या करने जा रहे हैं ?

श्री महम्मद शफ़ी कुरेशी यह तजवीज है, इस पर गौर करेंगे।

श्री नरसिंह नारायण पांडे क्या माननीय मंत्री जी इस बात पर विचार करने के लिए तैयार हैं कि जो हड़तालें होती हैं, उन का मुख्य कारण यह है ....

अध्यक्ष महोदय : प्रश्न कुछ है, सवाल कुछ पूछा जा रहा है —

Since this morning, questions are asked giving information. Don't give information.

आप थोड़ा सवाल को देखिए। श्रीमती सावित्री श्याम ने शुरू में उल्टी तरफ चला दिया, सब उसी तरफ़ चल पड़े हैं, सवाल खत्म होने में नहीं आ रहा है।

श्री नरसिंह नारायण पांडे अध्यक्ष महोदय, मैं इसी से सम्बन्धित सवाल पूछ रहा हूं। मैं जानना चाहता हूं—क्या मंत्री जी और इन के रेलवे बोर्ड के अधिकारियों के विचारों में कोई फर्क है ? माननीय मंत्री जी कोई आश्वासन देते हैं और वह आश्वासन उन के बोर्ड के अधिकारी पूरा नहीं करते हैं—इसीलिए हड़तालें होती हैं, इसीलिए लाक-आउट होते हैं और

इसीलिए और तरह की चीजें पैदा होती हैं तो क्या मन्त्री महोदय इसको सुधारने की कोशिश करेंगे और उनके खिलाफ कार्यवाही करेंगे जो ऐसा काम करते हैं ?

रेल मन्त्री(श्री एल० एन० मिश्र) : यह सत्य नहीं है कि मंत्री कोई फैसला करे तो रेलवे बोर्ड उसको कार्यान्वित न करे । अभी तक जो निर्णय लिए गए हैं उनको रेलवे बोर्ड ने कार्यान्वित किया है । जैसा कि मैंने पहले आश्वासन दिया था, इवैलुएशन और इम्प्लीमेन्टशन हम रेलवे बोर्ड में रख रहे हैं ताकि जितने कमिटमेन्ट्स और एश्योरेन्सेज हैं उनको इवैलुएट और इम्प्लीमेन्ट कर सकें और जिन एश्योरेन्सेज का कार्यान्वयन नहीं हुआ है उनको कार्यान्वित किया जाये और इस बात में ज़रा भी ढिलाई नहीं की जायेगी ।

श्री रामावतार शास्त्री : अभी मन्त्री जी ने कहा कि मान्यताप्राप्त यूनियन न होने की वजह से ही हम बात नहीं करते हैं तो क्या यह सच है कि आप आल इंडिया रनिंग स्टाफ एसोसिएशन के साथ दस घण्टे की ड्यूटी और दूसरे सवालों को लेकर बातचीत कर रहे हैं ? अगर यह बात सच है तो आप कब तक इस मामले का हल निकालना चाहते हैं और साथ ही दूसरी अन-रिकग्नाइज्ड यूनियन का जहां तक सवाल है, अगर आपको कोई ज्ञापन देना चाहे तो ज्ञापन लेने में आपको क्या एतराज़ है ? जब आप एक अन-रिकग्नाइज्ड यूनियन से बात कर सकते हैं तो दूसरी से ज्ञापन लेने में क्यों कतराते हैं ?

श्री मुहम्मद शफ़ी कुरैशी : मैं वज़ाहत के साथ इस बात को कहना चाहता हूं कि रेलवे कैटेग्री यूनियन्स को कभी तस्लीम नहीं करेंगे, न यह मजदूरों के हक में है और न रेलवे के हक में है । हमारी कोशिश है कि रेलवे में एक यूनियन हो और मुझे आश्वासन दिया गया है कैटेग्री यूनियन्स की तरफ से भी कि अगर रेलवे में एक यूनियन हो जायेगी तो उन तमाम यूनियन्स को डिज़ाल्व करने के लिए तैयार हैं । (**व्यवधान**)

Land to Punjab for Construction of Thien Dam

*224. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have decided to give land to Punjab on lease for starting the construction of Thien Dam;

(b) whether the Punjab Government had suggested the formation of a Board on the pattern of the Bhakra Management Board for the administration of the Thien Dem; and

(c) if so, the reaction of Government thereto?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) No, Sir.

(b) No, Sir. However, the establishment of an inter-state Board to control the execution of the project was one of the suggestions made to the concerned States by the Government of India.

(c) Does not arise.

SHRI RAGHUNANDAN LAL BHATIA: Whenever the question of Thien Dam came up for consideration, we were given evasive answers by the Government. This scheme was started in 1964 and it is now 1973. Still the Government is considering the scheme. May I know if at any stage of riscussions it was agreed that land would be taken on lease from the J & K Government and that preliminary work would be started by the Punjab Government?

SHRI K. C. PANT: As far as I can see there was no suggestion that land should be given on lease by the J &K Government. The suggestion that was at one time mooted was that the

J. & K. Government might acquire the land and participate in the project, as one of the States concerned but the J. & K. Government had raised some legal and constitutional matters. They were examined by the Law Ministry here and the opinion of the Law Ministry has also been sent to the concerned State Governments. Even now there are some disagreements among various States. There are disagreements between the States as regards the sharing of the costs of the project, who should finance it, whether it should be a central project or not and also how the benefits should be shared, particularly the power generated. Until these are cleared, naturally the project cannot go ahead.

SHRI RAGHUNANDAN LAL BHATIA: The Chief Minister of Punjab made a categorical statement that the Union Ministry of Irrigation and Power had come to the conclusion that the land site will be given by the J. & K. Government on lease to the Punjab. Secondly, Punjab has spent about Rs. 1 crore on this project on preliminary work. I would like to enquire if he is prepared to call for a meeting of the beneficiary States and try to settle this problem according to a time bound programme. Can he give any assurance in that regard?

SHRI K. C. PANT: I would be very happy to be of any assistance that is possible in getting the States to agree to some arrangements because I think it is in the national interest to use the waters of Ravi by building this dam. As such, I certainly hope that all the Chief Ministers concerned with this will agree to something quickly, I will certainly discuss it with them, but a time-bound programme to make up the minds of others is not easy.

Indianisation of Drug and Pharmceutical Industry

*227. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government propose to Indianise the Indian Drug and Pharmaceutical Industry; and

(b) if so, the broad outline thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). A statement is laid on the Table of the House.

Statement

The Indian sector of the drug industry has already made considerable progress and is now giving (along with Public sector) about half the drugs produced in the country.

Government have already adopted measures to regulate the working of foreign pharmaceutical companies in the country and to encourage the Indian sector. They are as under:—

(i) The Indian sector of the industry is given preference in approval of manufacturing schemes.

(ii) Manufacture of increasing number of bulk drugs through public sector undertakings is being encouraged.

(iii) Industrial licences are usually not issued to foreign firms for producing formulations unless linked with the production of bulk drugs.

(iv) Foreign firms are asked to take up production of bulk drugs from more basic stages and to make available a suitable portion of their bulk drugs production to non-associated formulators in the country as a condition for being permitted expansion in capacity or for taking up new activity.

(v) Appropriate export obligation are imposed as a condition for permitting expansion in capacity or for taking up new activity in the case of foreign firms.

(vi) Progressive reduction of foreign equity participation with corresponding increase in the Indian shareholding is imposed when they are allowed expansion of their manufacturing activities.

SHRI K. S. CHAVDA: Out of a production of drugs worth Rs. 300 crores in the country, about Rs. 200 crores worth of production is from the foreign companies. A company which has got more than 50 per cent foreign equity participation is called a foreign company. I would like to know whether Government intends to reduce this foreign equity participation from 50 to 25 per cent.

SHRI SHAHNAWAZ KHAN: That is the intention eventually, but as the hon. member is aware, the production of drugs and pharmaceuticals is a very complicated matter in which a lot of foreign research is also involved. We would like to hasten rather slowly in this matter, because we would like to take advantage of the developments all over the world and we are taking suitable action to achieve our objective without doing any harm to the interests of the country. The Indian sector of the industry is being accorded preferential treatment and the manufacture of an increasing number of bulk drugs is being taken up in the public sector enterprises. These are some of the steps we are taking.

SHRI K. S. CHAVDA: I asked whether Government intend to reduce the foreign equity participation to 25 per cent.

SHRI SHAHNAWAZ KHAN: I said, that is our ultimate object, but we are not doing it in a hurry.

SHRI K. S. CHAVDA: In the statement six measures have been mentioned to regulate the working of foreign pharmaceutical companies in the country and to encourage the Indian sector. These measures are good, but they are not being implemented. I would like to know from the Minister whether he will assure the House that at least 50 per cent of the measures will be implemented in future.

SHRI SHAHNAWAZ KHAN: Not only 50 per cent but 100 per cent will be implemented.

DR. RANEN SEN: Is it not a fact that the drugs produced by the public sector organisations in India are sold very cheaply to companies which have foreign equity shares, as a result of which huge profits are earned by those companies? Now that Indianisation has become a far cry, may I know what steps have been taken by the Government to see at least that this loot by the foreign monopoly firms is resisted by the Government?

SHRI SHAHNAWAZ KHAN: Some of the imported drugs are canalised through the public sector undertakings. In respect of those drugs the prices charged by the public sector undertakings are quite reasonable. The prices of the drugs produced indigenously have been pegged down and kept deliberately down. In the case of the indigenous drugs there is scope for the foreign companies to make profits. That matter is receiving the attention of the Ministry. We have to take remedial action.

DR. RANEN SEN: What is the remedial action proposed or taken by the Government? This is a matter which has been discussed in this House. If there is no Indianisation, let them at least prevent this looting.

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): I do not recollect any formulation of foreign companies which comes under this. Among the basic drugs manufactured by the IDPL there may be one or two items which IDPL may be distributing to different manufacturers also. I will look into it. Certainly, IDPL is expanding and is poised for larger expansion in the Fifth Plan. IDPL also wants to go in for formulations in a big way.

SHRI KRISHNA CHANDRA HALDER: May I know the total number of Foreign drug and pharmaceutical companies working in our country, their names and foreign sources and the total capital invested in them?

MR. SPEAKER: I am sorry, it is not relevant. He may ask a separate question.

SHRI N. K. P. SALVE: The answer of the Minister of State to the first supplementary is not only disquieting but indicates a somewhat weak approach. Their apprehension about hastening slowly for Indianising the drugs is the fear that otherwise we would be denied the benefits of some of the drugs now manufactured by the foreign companies. This does not happen in other developed countries. May I, therefore, know of them as to what are they doing in our own country by way of giving fiscal, monetary and other incentives to their own brilliant scientists for developing research in the field of drugs and pharmaceutical industry—I want a specific answer—so that....

MR. SPEAKER: If you want a specific answer, you ask a specific question.

SHRI N. K. P. SALVE: My specific question is this. If you do not have to hasten and go slowly in Indianising the drugs and pharmaceutical industry, what concrete steps you have taken by offering fiscal, monetary and other incentives to Indian scientists so that you are not apprehensive that you will be denied the benefits of research?

SHRI D. K. BOROOAH: I do not know about fiscal and monetary incentives; I have not considered that. But so far as research work is concerned, the Hindustan Antibiotics has a well-organised research centre and in the I.D.P.L. also, we have a research centre which is doing excellent research work. In fact, so far as the Hindustan Antibiotics is concerned, we are marketing some of the results of research by our Indian researchers there. Both foreign-equity companies as well as Indian companies are also, in a somewhat limited way, interested in research work.

Then, we have also the Drug Research Institute and the C.S.I.R. All these are doing research work. But the drug research is not only a very expensive matter but it also depends upon a lot of experimenting. So, it takes a very long time. The people in this country or in no country can wait for very long for any drug that appears on the scene. Therefore, sometimes, we have to accept some of the new drugs even before our researches are complete. But that does not mean that our researches would be ruled out.... *(Interruption)*

SHRI MADHU LIMAYE: Lrong and wrong. *(Interruption)*.

MR. SPEAKER: That is the only way of preventing you to ask further questions.

SHRI D. K. BOROOAH: He said, "Lrong and wrong". There is a rhyme but there is no reason.

MR. SPEAKER: I think, you should have been satisfied. He has made it very clear.

श्री मधु लिमये : अध्यक्ष महोदय, मंत्री जी ने जो वक्तव्य सदन के सामने रखा है उसके आखिरी हिस्से में उन्होंने कहा है :

"Progressive reduction of foreign equity participation with corresponding increase in the Indian shareholding is imposed when they are allowed expansion of their manufacturing activities."

सरकार का कुछ साल पहले परिपत्र निकला था जिसके तहत 25 प्रतिशत उत्पादन का विस्तार करने की सब लोगों को आपने छूट दे दी थी इसलिए 25 प्रतिशत का जो विस्तार हुआ उसमें तो कोई शर्त लगाने की बात आई नहीं । मैं जानना चाहता हूं यह जो विदेशी दवाइयां बनाने वाली कम्पनियां हैं उनके इंडियनाईजेशन का कोई सिलसिलेवार कार्यक्रम आपने बनाया है ? यदि बनाया है तो कितने समय में उसको पूरा करने की आप उम्मीद करते हैं ?

श्री देवकान्त बरुआ : अभी तो हमारे फारेन एक्सचेंज का कानून बन गया है इसलिए उसकी बुनियाद पर सभी को चलना पड़ेगा । लेकिन इसके पहले जब हमारे पास कोई एप्लीकेशन आती थी तो हम उसमें कहते थे कि आप फारेन एक्वीटी में डाइल्यूट कीजिए, स्टेप वाई स्टेप एक साथ नहीं, और किसी का 75 परसेन्ट था तो 60 परसेन्ट कर दिया, किसी का 60 परसेन्ट था तो 50 परसेन्ट कर दिया यानी उसको सख्त कर दिया जब लाइसेन्स देने को हुआ ।

दूसरे यह हुआ कि जो उत्पादन होगा उसका कुछ हिस्सा एक्सपोर्ट करना होगा ।

तीसरे ये कि जो दवा बनाएंगे इसका एक हिस्सा तीस प्रतिशत या पचास प्रतिशत तक छोटे जो फार्मुलेटर्ज हैं उनको इनको देना पड़ेगा, वे स्वयं पूरा फार्मुलेशन नहीं कर पायेंगे ।

Conversion of Routes of Mail Train between Calcutta and Delhi

*231. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to convert the route of any of the mail train running between Calcutta and Delhi through Daltonganj (Palamau); and

(b) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) No, Sir.

(b) Apart from the question of traffic justification diversion of any of the Dilhi/New Delhi-Howrah/Sealdah Mail/Express trains via Daltonganj is at present operationally not feasible due to strained line capacity and speed restrictions on the sections *en-route*, and the increased fares and longer journey time involved for long distance through passengers in the event of such a diversion.

KUMARI KAMLA KUMARI: No supplementary please.

श्री चन्द्रिका प्रसाद : अध्यक्ष महोदय . . .

अध्यक्ष महोदय : जिन्होंने सवाल पूछा है उनकी तसल्ली तो हो गई है आपकी क्यों नहीं हुई है ?

श्री चन्द्रिका प्रसाद : दिल्ली से हावड़ा के लिए मेन रूट से इलाहाबाद और मगलसराय होते हुए बहुत सी मेल ट्रेंज हैं लेकिन दिल्ली से बनारस हो कर हावड़ा के लिए कोई डायरेक्ट ट्रेन नहीं है । डी लक्स हफ्ते में दो तीन बार जाती है । मैं जानना चाहता हूं कि मेल ट्रेंज में से कोई मेल ट्रेन बनारस हो कर डायरेक्टली देने की क्या आप कृपा करेंगे ?

श्री एल० एन० मिश्र : यह प्रश्न डालटनगंज के बारे में है बनारस के बारे में नहीं है । अगर आप पूछेंगे तो पीछे मैं आपको इसका उत्तर दे दूंगा ।

श्री शंकर दयाल सिंह : मंत्री महोदय का उत्तर बहुत ही असन्तोषजनक है । आप बिहार के नक्शे को देखें । भोगौलिक दृष्टि से बिहार दो हिस्सों में बंटा हुआ है, उत्तर बिहार और दक्षिण बिहार । यह पालामऊ (डालटनगंज) जो है यह दक्षिण बिहार में आता है । सरकार द्वारा नहीं बल्कि रेलवे के द्वारा दक्षिण बिहार की पूरी उपेक्षा होती रही है । इसको मद्देनजर रखते हुए मैं जानना चाहता हूं कि क्यों नहीं आप कोई नई या जो पुरानी ट्रेनें चल रही हैं उन में से एक डालटनगंज हो कर चलाते हैं ताकि उड़ीसा और मध्य प्रदेश दोनों प्रदेशों को भी लाभ हो ?

श्री एल० एन० मिश्र: जहां तक दक्षिण बिहार का सम्बन्ध है देहरी आनसोन हो कर गाड़ी जाती है, गोमो हो कर गाड़ी जाती है । यह कहना ठीक नहीं है कि दक्षिण बिहार में मेल ट्रेन नहीं है । नई गाड़ी देने की जहां तक बात है यह अभी सम्भव नहीं

है क्योंकि जैसा मैंने अपने उत्तर में बताया है कि अभी जो लाइन कपेसेटी है उसको देखते हुए तेज गाड़ियां उस ओर नहीं जा सकती हैं । जब तक वहां के ट्रेक को बदला नहीं जाता है और उस में सुधार नहीं किया जाता है तेज गाड़ियां अभी चलाना सम्भव नहीं है ।

श्री शंकर दयाल सिंह : मैंने यह इसलिए कहा कि वह आदिवासी क्षेत्र है, पिछड़ा हुआ क्षेत्र है । सरकार की नीति है कि इन क्षेत्रों को प्राथमिकता मिले । एक गाड़ी की बात कही जाती है तो गाड़ी भी उधर नहीं दी जाती है । उस क्षेत्र को कैसे राहत मिल सकेगी ?

अध्यक्ष महोदय : गाड़ी तो बातद में चलेगी अभी तो आप मझे आगे चलने दीजिए ।

Conversion of Guntakal-Secunderabad Line into board Gauge

*232. SHRI K. KODANDA RAMI REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board has taken any decision regarding the conversion of the Guntakal-Secunderabad line into board gauge;

(b) if so, the broad outlines thereof; and

(c) if not, the reasons for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). As it would not be possible to give up the existing metre gauge line, which is a link between the north and south metre gauge systems, a trafic survey for a separate broad gauge line between Guntakal and Secunderabad has been sanctioned on 12th July, 1973. Further consideration to the construction of this board gauge rail link will be given after the survey in progress is completed and the report thereon is examined from all angles.

SHRI K. KONDADA RAMI REDDY: I would like to know the time taken by the Railway Board to order for this traffic survey and the actual time it will take for the traffic survey to be completed and after the submission of the report, for all other hurdles to be completed.

SHRI MOHD. SHAFI QURESHI: I have already stated that the traffic survey has been sanctioned on 12th July, 1973 and this will be completed. I cannot give the exact date but it should not take more than nine months.

SHRI P. VENKATASUBBAIAH: From the reply given by the hon. Minister it seems that they want to have a separate broad gauge line connecting Guntakkal and Secunderabad. May I draw the attention of the hon. Minister that already the metre gauge line from Bangalore to Guntakkal has been converted into broad gauge and this Guntakkal and Secunderabad line is a part of the master plan of linking the capitals of Andhra Pradesh and Karnataka with a broad gauge line. That being the case, will the hon. Minister kindly see that the whole matter is expedited instead of putting it in the cold storage because this is the only line running through the backward area of Rayalaseema and all through, railway facilities and other amenities are very much lacking and neglected?

SHRI MOHD. SHAFI QURESHI: The Guntakkal and Bangalore metre-gauge conversion into broad gauge will be completed by 1976 and regarding this Guntakkal-Secunderabad conversion, as I have already stated, the survey work will be completed in another nine months time and it is our effort to see that this work is expedited.

SHRI M. S. SANJEEVI RAO: To further amplify Mr. Venkatasubbiah's

suggestion, may I tell you that Vijayawada is one of the biggest bottlenecks on the railways between the north and the south and as such, once this link between Guntakkal and Hyderabad is completed, there will be an alternative route from Delhi to the south and as such, I want the Minister to take active steps to expedite this project.

SHRI MOHD. SHAFI QURESHI: That is a suggestion for action.

Enquiry Committee to Look into the Affairs of Indian Law Institute..

*233. SHRI R. V. BADE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether an Enquiry Committee has been constitued to look into the affairs of the Indian Law Institute;

(b) if so, when was the Committee constituted; and

(c) why has the Committee not given its report even after such a long time?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHURY): (a) and (b). A Committee was set up in August 1971 to review the achievement and performance of the Indian Law Insitute, New Delhi, in respect of the grant-in-aid received by that Institute from the Government of India.

(c) The Committee had a few preliminary meetings and prepared a questionnaire for the Institute. It also discussed the procedure to be followed for under-taking the review. The Committee subsequently held a few further meetings to examine the material made available by the Institute, but could not complete its examination owing to dealth of one of the members and some other memebr not being available for the work of the Committee. Steps are under consideration for getting the work completed as early as possible.

श्री आ० वी० बड़े : इस कमेटी के मम्बर्ज कौन कौन हैं और उस के टर्म्ज आफ् रेफरेंस क्या हैं ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): This is not a Committee formally constituted but since Government gives substantial grants to Indian Law Institute it is the duty of the Government to check the performance and the activities of that body to which substantial grants are given. Therefore, in 1971 an informal committee was constituted to go into the working of the Institute. I happened to be a Member of that Committee. I was a non-official Member. When I joined the Government, the Committee had to be reconstituted. Besides, one member retired and another left. A retired High Court Judge was also appointed on the Committee. After the reconstitution one of the members died and some of the Members were not in a position to complete the work and that is why they were not able to complete the work so far but we hope that this will be done as early as possible.

SHRI R. V. BADE: I asked about names of the Members. I asked about the terms of reference. Thirdly....

MR. SPEAKER: Ask one connected question. Otherwise it is very difficult for the Minister to keep note.

SHRI R. V. BADE: I want to know, as to who are the other members. What is the reason why those Members are not coming to the Committee.

SHRI NITIRAJ SINGH CHAUDHARY: The original committee was constituted and this was in September 1970. It consisted of Shri A. S. Chaudhary, the then J. S. and Legal Adviser, Shri S. S. Mamak, the then IFA in the Ministry of Law, Shri N. D. Sinha, Under Secretary, R. N. Sharma, ex-Judge, High Court and Shri H. R. Gokhale. Shri Gokhale joined the Government and ceased to

be a member there. Shri Chaudhry retired from service. Shri S. S. Mamak left the Ministry on other assignment in a public sector undertaking. The Committee was then reconstituted in August 1971 and the reconstituted Committee consisted of Shri R. N. Sharma, ex-Judge of High Court, D. V. Patel, Senior Advocate of Supreme Court, Shri Shetty, Joint Secretary and Legal Adviser Shri H. B. Murthy, Under Secretary and Shri N. D. Sinha, Under Secretary. Unfortunately Mr. S. S. Shetty died. Mr. N. D. Sinha, was an old member Mr. H. B. Murthy went to other assignment. Therefore, the Committee was left with only three members. The grant in aid for the Institute is Rs. 7½ lakhs of which for the year 1973-74, Rs. 1½ lakhs is proposed to be paid as first instalment.

SHRI R. V. BADE: What are the terms of reference of the Committee?

SHRI NITIRAJ SINGH CHAUDHARY: No terms of reference.

SHRI SHYAMNANDAN MISHRA: How can any committee be appointed without any terms of reference?

SHRI H. R. GOKHALE: This has already been answered. They have to review achievement and performance of the Indian Law Institute. It is in the main answer.

SHRI R. V. BADE: When is this report expected to come?

श्री नीतिराज सिंह चौधरी : कमेटी के पास ला इंस्टीट्यूट से पहली सूचना 1971 में आई थी । उस को दो साल हो गये हैं । उन से पूरी सूचना ली जा रही है और उन को जल्दी से जल्दी अपनी रिपोर्ट देने के लिए कहा गया है ।

SHRI P. R. SHENOY: May I know what is the total amount spent on this Committee?

MR. SPEAKER: He has already mentioned that.

SHRI NITIRAJ SINGH CHAUDHARY: Nothing was spent on this Committee.

PROF. MADHU DANDAVATE: I would like to know whether it is true that a considerable amount of criticism was levelled against the Government at the time of the appointment of this Inquiry Committee that no specific terms of reference had been prescribed? And in the light of that criticism, is the Government going to review that and even at this stage, is it going to suggest specific terms of reference so as to meet that criticism?

SHRI NITIRAJ SINGH CHAUDHARY: The first point made by the hon. Member is absolutely incorrect. No criticism were made against that Committee with regard to the terms of reference as also in regard to the amount that was given to them as not being spent by them properly.

PROF. MADHU DANDAVATE: I shall produce the newspaper report.

MR. SPEAKER: I am sorry.

गैस सिलेण्डरों की चोर बाजारी

234. **श्री ईश्वर चौधरी :**
श्री जागेश्वर प्रसाद यादव :

क्या पट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान समाचार पत्रों में प्रकाशित इस आशय के समाचारों की ओर दिलाया गया है कि दिल्ली में गैस सिलेंडरों की चोर बाजारी हो रही है ;

(ख) क्या यह काम अधिकारियों तथा अन्य कई लोगों की मिलीभगत से हो रहा है; और

(ग) यदि हां, तो सरकार इस बुराई को रोकने के लिए क्या कार्यवाही कर रही है ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) No specific complaints of gas cylinders being sold in black market in Delhi have been received by the Government or the Indian Oil Corporation.

(b) and (c). Does not arise.

श्री ईश्वर चौधरी : मंत्री महोदय ने अपने उत्तर में कहा है कि इस बारे में कोई विशेष शिकायत नहीं मिली है—अर्थात् थोड़ी मिली है। क्या यह सत्य है कि गैस कम्पनियां छोटे दुकानदारों से, जिन को लाइसेंस दिए गये हैं, सिलेण्डर सप्लाई करने के लिए कुछ पैसे लेती है और फिर वे गैस-विक्रेता उपभोक्ताओं से पांच या सात रुपये प्रति-सिलेण्डर वसूल करते हैं और इस प्रकार लोगों को महीनों तक गैस नहीं मिलती है? सरकार को इस बारे में जो थोड़ी शिकायतें मिली हैं, उन पर क्या कार्यवाही की गई है ?

श्री शाहनवाज खां हमारे पास कोई शिकायत नहीं आई है और अगर कोई शिकायत आयेगी, तो उस की देखभाल की जायेगी। हकीकत यह है कि गैस की कमी थी। हम ने जो इकदाम उठाये हैं, मैं उम्मीद करता हूं कि उन की वजह से अगले दस दिनों में दिल्ली में गैस की कोई कमी नहीं रहेगी और सब की मांग को पूरा कर दिया जायेगा।

श्री ईश्वर चौधरी : मैं मंत्री महोदय के इस आश्वासन का स्वागत करता हूं। उन्होंने कहा है कि विशेष शिकायत नहीं मिली है, थोड़ी शिकायत मिली है। माननीय सदस्यों की तरफ़ से यह जो शिकायत है कि उपभोक्ताओं से दस रुपये प्रति-सिलेण्डर लिये जाते हैं, क्या मंत्री महोदय उस की जांच करवायेंगे और इस बारे में कठोर कदम उठायेंगे ?

पेट्रोलियम और रसायन मंत्री (श्री देवकान्त बरुआ) : माननीय सदस्य ने जो कहा है, हम उस की जरूर जांच करेंगे।

श्री शाहनवाज खां : अगर कोई आनरेबल मेम्बर मेरे पास कोई ख़ास शिकायत भेजेंगे, तो मैं उस की पूरी जांच करूंगा और मुनासिब कार्यवाही करूंगा

SHRI PARIPOORNANAND PAINULI: May I know the total number of persons in the waiting list for gas cylinders in Delhi in particular and other parts of the country in general, for the past four months?

SHRI SHAHNAWAZ KHAN: I do not have the exact figures with me, but I shall supply the information.

SHRI S. M. BANERJEE: May I know whether it is a fact that whenever Members of Parliament did not get gas, they were able to get it only after contacting the Minister who provided them with gas? I would like to know how far this is true and whether instructions have been issued that in addition to the Members of Parliament, it should be made available in the same way to all the other people of this place.

SHRI SHAHNAWAZ KHAN: I may give an assurance to the House that within the next ten days, I hope, there will be no complaint from anybody in Delhi

WRITTEN ANSWERS TO QUESTIONS

Impact of short supply of crude oil on Refineries

*222. SHRI S. A. MURUGANANTHAM: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether due to the shortage of supply of crude, the Madras Refinery and Cochin Refinery would be affected; and

(b) if so, the salient features thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) and (b). There has been no shortage of crude and there is likely to be no shortage of crude for the Madras Refinery. National Iranian Oil Company with whom the Government have entered into a long-term contract for the supply of Darius crude oil, are supplying crude according to the contract and to the full capacity of the Madras Refinery. While crude oil requirements for 1974 for Cochin Refinery have been finalised, there have been difficulties in securing suitable tankers for transporting crude oil for this refinery owing to the unilateral abrogation of the crude transportation contract by M/s. Triton Shipping Company. Suitable legal action against that Company is being taken within the terms of the contract. A new contract of affreightment has also been entered into with this it is expected that there will be no difficulty in ensuring full utilisation of the capacity of this refinery during 1974.

दिल्ली और बम्बई के बीच बरास्ता मथुरा-दोहरी रेलवे लाइन बिछाना

223. **श्री लालजी भाई** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे में दिल्ली और बम्बई के बीच बरास्ता मथुरा सवाई माधोपुर, कोटा रतलाम और बड़ौदा लाइन को दोहरा किया जा रहा है ;

(ख) यदि हां, तो इस सम्बन्ध में अब तक क्या प्रगति हुई है ; और

(ग) कब तक इसे पूरा किया जायगा?

रेल मंत्री (श्री एल० एन० मिश्र): (क) से (ग): मथुरा और बड़ौदा के रास्ते दिल्ली-बम्बई लाइन पर पहले से ही 1022 किलोमीटर लम्बी दोहरी लाइन मौजूद है । लगभग 207 किलोमीटर में दोहरी लाइन बिछायी जा रही है तथा आगे 153 किलोमीटर में दोहरी लाइन बिछाने की मंजूरी दी जा रही है । यदि अपेक्षित धन उपलब्ध हुआ तो आशा है कि यह काम चरणबद्ध रूप में 1977-78 तक पूरा हो जायगा । इसके पूरा हो जाने पर, महत्वपूर्ण नदियों पर बने चार पुलों और एक सुरंग को छोड़कर, यह सम्पूर्ण मार्ग दोहरी लाइन वाला हो जायेगा ।

Jawaharlal Nehru Canal Projects in Haryana

*225. SHRI M. RAM GOPAL REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Haryana Government's proposal for Jawaharlal Nehru Canal Project has been approved by Government; and

(b) if so, the total expenditure involved?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) and (b). The Project Report which indicates an estimated cost of Rs. 30 crores for irrigation 144,000 hectares, is under technical examination in the Central Water and Power Commission.

Curtailing production of petrol and kerosene

*226. SHRI SHRIKISHAN MODI:
SHRI C. JANARDHANAN:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are considering to slash domestic production of petrol and kerosene by 25 per cent;

(b) if so, when and the reasons therefor;

(c) whether further cuts in the production of all petroleum products are also receiving Government's attention; and

(d) if so, whether his Ministry has consulted the State Governments in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) and (b). In view of the steeply increasing prices of crude oil and petroleum products in the world market, curbs in the consumption of these products are considered essential. To begin with upto 25 per cent reduction in the consumption of Motor Gasolene and Kerosene Oil is aimed at in the coming year. The production of these products can be adjusted in the refineries to ensure this objective.

(c) Overall economy in the consumption of all the other petroleum products is also receiving Government's attention.

(d) Wherever necessary, State Governments are also consulted at the appropriate time.

Report on Diffusion of Press Ownership

*220. SHRI R. V. SWAMINATHAN:
SHRI P. A. SAMINATHAN:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether his Ministry has given its opinion on the report on diffusion of press ownership to Government; and

(b) if so, the salient features thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). No opinion has been given. But consultation between the Information and Broadcasting and Law Ministry have been going on. The matters is still under consideration.

Irrigation works to be undertaken in Cauvery basin

*229. SHRI T. V. CHANDRASHEKHARAPPA VEERABASAPPA: Will the Minister of IRRIGTION AND POWER be pleased to state:

(a) whether Government have given approval for undertaking irrigation works in the Cauvery basin; and

(b) if so, whether any permanent Commission has been thought of to assess the flow of water in Cauvery Delta?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) The following irrigation projects in the Cauvery basin have been accepted by the Planning Commission in the course of the Fourth Plan:

KARNATAKA

1. Manchanabele Multi-purpose Reservoir Project.
2. Taraka Reservoir Project.
3. Sagare Doddakere Reservoir Project.
4. Gundal Reservoir Project.
5. Votehole Irrigation Project.

TAMIL NADU

1. Parappalar Reservoir.
2. Palar Porandalar.
3. Chinnar Reservoir.
4. Ponnaniar Reservoir.
5. Renovation of Nandan Channel.

(b) As dcided by the Chief Ministers of Karnataka, Tamil Nadu and Kerala during their discussions in May 1972 on the issues pertaining to Cauvery waters, a Fact Finding Committee was appointed by the Government of India to collect all the connected data pertaining to Cauvery waters, projects in the basin and the water utilisation. The Fact Finding Committee submitted its report in December 1972.

As desired by the Chief Ministers, after considering the report in April, 1973, the Committee was revived in May 1973 to review the data supplied by State Governments in respect of area cropped and area irrigated etc., and undertake such verification as was necessary. The Committee submitted its additional report in August, 1973.

The Chief Ministers of Karnataka and Ministers of Kerala and Tamil Nadu and the Union Minister of Irrigation and Power discussed the Committee's reports on 9th and 10th October, 1973. The discussions showed that it might be possible to reach a settlement by negotiation of the dispute on Cauvery waters. During the discussions, the States have agreed that it is necessary to effect economies in the present water utilisation, as well as that envisaged in new projects. The States desired that the Government of India should make a study on the scope for economy in the use of water. These studies are now in progress.

Setting up of a Thermal Power Station in Bihar

*230. SHRI SUKHDEO PRASAD VERMA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose to set up a Thermal Power Station near Gaya (Bihar); and

(b) if so, the time by which the proposal is likely to be implemented?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) There is no such proposal before the Government of India.

(b) Does not arise.

Election Expenses incurred by Candidates

*235. SHRI PILOO MODY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state the total expenditure incurred by candidates in the separate Elections to Parliament and Assemblies held in 1971 and 1972 and in the simultaneous Election to Parliament and Assemblies held in 1967, as reported by them to the Election Commission?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): The total expenditure incurred by candidates in the separate Elections to Parliament and Assemblies held in 1971 and 1972 and in the simultaneous Elections to Parliament and Assemblies held in 1967 is as under:—

	Nature of Election and year	Amount of election expenditure incurred by candidates
		Rs.
1	General Election, 1967 House of the People	1,11,13,183·66
2	General Election, 1967 Legislative Assembly	3,45,87,766·73
3	General Election, 1971 House of the People	2,59,26,635·53
4	General Election, 1972 Legislative Assemblies	6,09,84,807·58

The expenditure given above does not include the amount of election expenses of the candidates who did not lodge their account of election expenses. In addition to this, the total expenditure shown in respect of the simultaneous general elections held in 1967 does not include the amount of election expenses incurred by the candidates who contested these elections from the State of Bihar, as this information is still awaited from the Chief Electoral Officer of the State.

Location of gas reserves in Naharkatiya

*236. DR. H. P. SHARMA:
SHRI M. S. SIVASWAMY:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether a high pressure petroleum gas accumulation has been ately hit at in the Naharkatiya region of Assam:

(b) the precise estimate about the extent of the gas reserves;

(c) whether this explanation has led to the probability of existence of rich petroleum reserves in that region; and

(d) if so, the steps being taken for further exploration of oil resources in that region?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) Yes, Sir.

(b) It is too early to estimate the extent of the gas reserves with only one well which has just been completed.

(c) Results of further drilling in this region will have to be awaited before any conclusion can be drawn in this regard.

(d) Steps are in hand to undertake follow-up drilling from next year.

Unqualified Teachers Recruited/Promoted in Railway High School at Bhojudih (South-Eastern Railway)

*237. SHRI MOHAMMAD ISMAIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether some teachers who do not possess the requisite qualifications have been recruited or promoted in the Railway High School at Bhojudih;

(b) whether such irregularities have been brought to the notice of his Ministry; and

(c) if so, what action Government propose to take about same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No, Sir.

(b) and (c). Do not arise.

Miabhoy Tribunal recommendations in respect of casual labour

*238. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have accepted all the recommendations of the Miabhoy Tribunal in respect of casual labour;

(b) if so, whether steps have also been taken to implement the same and whether any machinery has been set up to check any complaint about the same;

(c) whether there are complaints about the recommendations having not been brought into force in South Central Railway in particular; and

(d) if so, the steps taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) A statement giving the position is laid on the Table of the Sabha.

(b) The existing machinery has been geared up so as to ensure that any breaches of the extant rules and instructions on the subject of employment of casual labour, are dealt with and set right immediately.

(c) No, Sir.

(d) Does not arise.

Statement

Recommendations of the Railway Labour (Miabhoy) Tribunal 1969, in respect of casual labour	Present position
1	2
1 The Board should issue immediate directives in regard to the grievances so that the rules regarding the definition of "casual labour" are not contravened and also so that they may be implemented in their true spirit. The Board should also devise a proper machinery to see that breaches of the above rules that are committed are set right immediately and it must also see that employment cards are issued to casual labourers so that evidence regarding the continuity of service is not destroyed.	Accepted.

	1	2
2	Definite instructions should be issued to the effect that whatever figures of local rates are obtained from the localities concerned must be taken as the figures at which casual labourer is to be paid in respect of the locality from which the figures have come and that the practice obtaining in one of the Divisions of extracting an artificial rate by tabulating the various rates should not be followed.	Accepted.
3	If, for some reasons, the local rates are not or cannot be ascertained for a period of more than one and a half years, then casual labourer should be paid at the rate of 1/30th of the minimum of the time scale plus dearness allowance payable to the corresponding railway worker.	Accepted.
4	(*i*) The period of maximum service for earning temporary status should be fixed at four months instead of six.	Accepted.
	(*ii*) If casual labourer is engaged on works which automatically expire on 31st March, the continuity of his service shall not be regarded as broken if sanction for that work is given subsequently and the same casual labourer is employed to finish the work provided further that no casual labourer shall be prevented from working on such job so as to deprive him of earning the status of a temporary railway worker.	Accepted.
5	The present provision made in the Manual for payment of wages to scheduled labour should be scrapped and, instead, a new provision should be introduced which would bring scheduled labour on a par with non-scheduled labour in the matter of payment of wages, *i.e.*, it must be provided that scheduled labour also will be paid either at the local rate, or, if the same is not available, at the scale rate, subject to the further provision that if either of these rates happens to be less than the minimum, then scheduled labour will be paid the minimum wage fixed by the appropriate authority.	Accepted.
6	The provision contained in the Manual in regard to project casual labour should be so amended as to provide that such casual labour will also be paid the scale rate if the same happens to be higher than the local rate, if the project casual labour is employed for a continuous period of six months in the same type of work. It may be clarified that, as a result of this decision, a project casual labourer will not acquire the status of temporary servant, nor will he have the benefit of any future increments.	Under consideration of Government.
7	If casual labour is remunerated on the basis of the minimum wage fixed by Central Govt., then, if there is any further rise in the index of the cost of living after such minimum wage was so fixed, that further rise must be neutralised by granting casual labour neutralisation on the same conditions and scale as recommended by the Dearness Allowance Commission.	Under consideration of Government.

Shortage of cooking gas and kerosene oil in the Capital due to faulty distribution

*239. SHRI MUHAMMED SHERIEF: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the shortage of cooking gas and kerosene in the Capital has been due to faulty distribution; and

(b) if so, steps taken by Government in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) and (b). There have been no shortfalls in the availability of kerosene oil with the oil companies for meeting the requirements of the Capital. Since, despite this, reports of local shortages were received from some localities, in consultation with the Delhi Administration, arrangements were made for the retail sale of kerosene oil from the existing 45 retail outlets (pumps) of the oil companies in the Capital effective from 17th November, 1973. These have proved extremely popular and now there are no reports even of local shortages. As for the cooking gas, the present shortage in the Capital has been due to a combination of factors like strikes, go slow, floods, breaches etc., each following the other. Since the last few weeks supplies are being regularly received from Koyali Refinery and complete normalcy is expected by the end of this week.

Hydel production from rivers of North Kanara District

*240. SHRI B. V. NAIK: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Westward flowing rivers of North Kanara District have all been programmed already for hydel production in the Fifth Plan;

(b) whether any complaints regarding rehabilitation of displaced persons have been received by the Centre and if so, the gist thereof; and

(c) what action the Centre propose to take to redress these difficulties?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) The following schemes for power development on west-flowing rivers of North Canara District of Karnataka State have been approved for implementation during the Fifth Plan:

Name of Scheme	Capacity (MW)
1. Shravathy	178
2. Kalinadi Stage I	270
3. Kalinadi Stage II	640
4. Linganamakki Dam Power House	55

A scheme on Bedti river for 220 MW is under examination.

(b) No, Sir.

(c) Does not arise.

Assistance for Kalinadi Project

*241. SHRI G. Y. KRISHNAN:
SHRI C. K. JAFFER SHARIEF:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Karnataka Government has urged the Central Government to give financial assistance for taking advance action in respect of Kalinadi Project as the State would again face power crisis in 1982; and

(b) if so, the reaction of the Central Government thereto?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) and (b). Yes, Sir. The Central Government sanctioned during 1972-73 an amount of Rs. 10.37 crores as

special assistance for implementing the Phase I of Kalinadi Hydel Project. It is proposed to provide an amount of upto Rs. 11.89 crores during the year 1973-74 subject to the State's share of expenditure on power programmes for the fourth plan being fully met.

Appointment of Group of Lawyers to give Legal Aid to Poor

2203. SHRI G. Y. KRISHNAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state whether Government propose to appoint a group of lawyers belonging to the Backward Classes for giving legal assistance to members of these Classes in different States?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): No, Sir.

Underground rapid Transit Service for Madras

2204. SHRI S. D. SOMASUNDARARAM: Will the Minister of RAILWAYS be pleased to state whether Government have taken any action to speed up the survey works for underground rapid transit service at Madras so that the construction work for the project may commence during the Fifth Plan period itself?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The Railways' Metropolitan Transport Project (MTP) Organisation Madras has completed its traffic investigations based on whatever data had been made available by the State Government's Traffic Cell. A preliminary report dealing with the traffic situation and its solution has been submitted by the MTP Organisation. The Report is now under examination by the Ministry of Railways (Railway Board) and will be discussed with the Planning Commission for deciding what further action would be needed in the Fifth Plan Period.

मध्य प्रदेश में रेलवे-अस्पताल तथा स्वास्थ्य एकक

2205. **श्री गंगाचरण दीक्षित** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश के उन रेलवे स्टेशनों के नाम क्या हैं जहां पर कर्मचारियों के लिये रेलवे अस्पताल और स्वास्थ्य एकक स्थापित किये गये हैं और उनमें किस किस प्रकार की सुविधायें उपलब्ध कराई गई हैं ;

(ख) इनमें से प्रत्येक स्टेशन पर कितने कर्मचारी काम करते हैं ; और

(ग) बुरहानपुर रेलवे स्टेशन से डिवीजन अस्पताल कितनी दूरी पर है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). सभा पटल पर रखे गये विवरण में सूचना दी गयी है। [ग्रंथालय में रखा गया। देखिए संख्या LT–5813/73]

(ग) बरहानपुर रेलवे स्टेशन और भुसावल के निकटतम डिवीजन अस्पताल के बीच की दूरी 54.57 कि० मी० है ।

मध्य प्रदेश बिजली परियोजनाओं की स्वीकृति

2206. **श्री गंगा चरण दीक्षित** : क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार ने हाल ही में केन्द्रीय सरकार पर दबाव डाला है कि केन्द्र के पास स्वीकृति हेतु पड़ी बिजली को शीघ्र स्वीकृति प्रदान की जाय ; और

(ख) यदि हां, तो उस पर केन्द्रीय सरकार की क्या प्रतिक्रिया है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद): (क) मध्य प्रदेश के प्राधिकारियों ने कोरवा पश्चिमी तट ताप विद्युत केन्द्र स्कीम को शीघ्र स्वीकृति के लिये अनुरोध किया है।

(ख) योजना आयोग की सिंचाई बाढ़ नियंत्रण और विद्युत परियोजनाओं पर सलाहकार समिति इस स्कीम को पहले स्वीकृति कर चुकी है।

खिड़किया रेलवे स्टेशन (मध्य रेलवे) के प्लेटफार्म पर शड बनाना

2207. **श्री गंगा चरण दीक्षित** : क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खिड़किया रेलवे स्टेशन (मध्य रेलवे) के एक प्लेटफार्म पर शेड बनाया गया है और इसके प्लेटफार्म पर भी शड बनाने की मांग की गई है ;

(ख) क्या सरकार दूसरे प्लेटफार्म पर भी क्षेत्र डालने पर विचार कर रही है ; और

(ग) यदि हां, तो कब तक और यदि नहीं, तो क्यों ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) से (ग). केवल अप प्लेटफार्म पर छत की मांग है क्योंकि डाउन प्लेटफार्म पर हाल ही में छत की व्यवस्था की जा चुकी है। इस समय खिड़किया रेलवे स्टेशन से आने जाने वाले यात्रियों की संख्या किसी भी समय अधिक से अधिक 200 रहती है। यातायात की आवश्यकताएं पूरी करने के लिये, अप साइड में 41.8 वर्गमीटर (450 वर्गफुट) क्षेत्रफल वाले प्लेटफार्म पर और डाउन साइड में 209 वर्गमीटर (2250 वर्गफुट) क्षेत्रफल वाले प्लेटफार्म पर पहले से ही छत मौजद है जो पर्याप्त समझी जाती है।

मध्य प्रदेश के पूर्व निमाड़ जिले में गांवों का विद्युतीकरण

2208. **श्री गंगा चरण दीक्षित** : क्या **सिंचाई और विद्युत** मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में पूर्व निमाड़ जिले के खकनार कला और सिविल खण्डों (ब्लाक्स) में जिन गांवों का अब तक विद्युतीकरण कर दिया गया है उनके नाम क्या हैं और चालू वित्तीय वर्ष में किन गांवों के विद्युतीकरण का प्रस्ताव है ; और

(ख) क्या सरकार डेढ़त भाई मन रोड पर पड़ने वाले गांवों का भी इस वर्ष विद्युतीकरण करने का प्रस्ताव है ; और

(ग) यदि हां, तो कब तक ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : (क) से (ग). मध्य प्रदेश में पूर्वी निमाड़ जिले के खकनार खण्ड में 22 गांवों का विद्युतीकरण किया जा चुका है। राज्य विद्युत बोर्ड का चालू वित्तीय वर्ष के दौरान 12 गांवों को विद्युतीकृत करने का प्रस्ताव है इन गांवों का ब्यौरा संलग्न विवरण में दिया गया है। खकनार-डेढ़त भाई मुख्य सड़क पर स्थित गांव भी इस में सम्मिलित कर लिये गये हैं।

सेवल खकनार खण्ड में एक गांव है और एक अलग खण्ड नहीं है। इसका

इसका विद्युतीकरण पहले ही कर दिया गया है ।

ब्यौरा

विद्युतिकृत गांव	चालू वित्तीय वर्ष के दौरान विद्युतीकृत किए जाने के लिए प्रस्तावित गांव
1. चदली	1. हसीनाबाद
2. रातगढ़	2. दोयफोढ़िया
3. बोरसर	3. सामखेड़ा
4. बड़गांव	4. खनलार खुर्द
5. सरोला	5. निमानधाड़
5. शिकारपुर	6. मजरोद खुर्द
7. सिघखेरा	7. टुकाडथाड़
8. हनुमथखेड़ा	8. रायतलाए
9. महलगुरारा	9. बालानाथ
10. गुलारी	10. डाड तलाए
11. सिरपुर	11. खडनार कलां
12. सिंघखेड़ा	12. तेजानपुर
13. निमासुर	
14. हैदरपुर	
15. रायगांव	
16. सिवाल	
17. हिरारा	
18. पालसन	
19. अन्धारवाड़ी	
20. बड़ोखेड़ा	
21. डलिया खेड़ा	
22. भाटं खेड़ा	

भुसावल डिवीजन (मध्य रेलवे) के स्विचमैनों को औसत वेतन पर छुट्टी और आकस्मिक छुट्टी न देना

2209. **श्री गंगा चरण दीक्षित :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1972 और 1973 में भुसावल डिवीजन में औसत वेतन पर छुट्टी लेने वाले और आकस्मिक छुट्टी लेने वाले स्विचमैनों की संख्या कितनी है और दूसरों को छुट्टी न दिए जाने के क्या कारण हैं ; और

(ख) उन स्विचमैनों की संख्या कितनी है जिन्होंने बीमार होने की सूचना भेजी थी, वे कितने दिनों तक बीमार रहे और बीमारी के इतने अधिक मामले होने के क्या कारण हैं ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) भुसावल मण्डल में 1972 और 1973 के वर्षों में क्रमश: 258 और 255 स्विचमैनों ने छुट्टी ली थी । ऐसा कोई मामला नहीं हुआ जिसमें छुट्टी मंजूर न की गई हो । फिर भी, ऐसे मामले हुए जब कि कठिन स्थिति के कारण कर्मचारियों को प्रतीक्षा करनी पड़ी थी ।

(ख) वर्ष 1972 में 172 स्विचमैनों ने सिक रिपोर्ट कर दिया जिसके कारण 5353 जन-दिनों की हानि हुई । 1973 में अभी तक 150 स्विटमैनों ने सिक रिपोर्ट किया है और 4241 जन-दिनों की हानि हुई है ।

अधिकांश मामलों में बीमारी का कारण सामान्य अस्वस्थता थी ।

Proposal to provide Railway Station at Rampura, Delhi

2210. SHRI HARI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no Railway Station at Rampura, Delhi on Delhi-Rohtak Railway Line thereby causing great inconvenience to nearly 3,00,000 residents of a large number of nearby colonies; and

(b) if so, the time by which Government proposed to provide a Railway Station at Rampura, Delhi?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) A proposal for opening a new station at Rampura between Dayabasti and Shakurbasti stations was examined. This could not be accepted as no new stations are normally opened unless the distance between such a new station and the stations on either side is at least 5 kilometres. The distance in this case is 2.00 kilometres and 2.25 kilometres respectively. The area is well served by road services. The section is utilised to saturation point and opening of a station is not operationally feasible.

Installation of street lights in village Muradgrampur, Meerut District

2211. SHRI HARI SINGH: Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question No. 4526 on the 28th August, 1973 re: installation of street lights in village Muradgrampur, Meerut District and state:

(a) whether the work of fore-installing the street lights in the aforesaid village has since been completed by the Rural Electrification Corporation (Hapur) and if not, the reasons therefor;

(b) whether remaining half part of the village has been given domestic connections; if not the reasons thereof; and

(c) the steps taken by Government to expedite the work?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) Gram Pradhan of village Muradgrampur, District Meerut, had deposited the required amount for installation of 25 Nos. street light connections. Out of 25, 10 Nos. have already been provided and the remaining will be installed during this month.

(b) Only 12 consumers had signed agreement for domestic connections, out of which four have already been given supply. Another four are ready for connection during this month and work for the rest is in progress.

(c) The work is expected to be completed by the end of December, 1973.

Disruption of Train Services from Delhi to Bikaner Division of Northern Railway on 1st November 1973

2212. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) wfhether train services from Delhi-Bikaner Division of Northern Railway disrupted on 1st November, 1973; and

(b) if so, the reasons therefor and steps taken to avoid recurrence thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Train services on Bikaner Division were disrupted from 30th October 1973 to 3rd November 1973 due to loco staff agitation, avoidance of which is dependent on staff agreeing to abstain from going on lighting strikes.

Amount spent and progress made in construction of Ernakulam-Trivandrum Railway Line

2213. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) what progress has been made in the construction work of Ernakulam-Trivandrum Railway line into broad gauge line as on 1st November, 1973 and the total amount spent so far; and

(b) whether the work is expected to be completed in 1975-76, as scheduled and if not, the reasons for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Earthwork in all the 13 reaches and strengthening of bridge girders between Quilon and Ernakulam are in progress. 63 B. G. girders have been inserted in track and 46 released M.G. girders have been strengthened. Well sinking work for major bridges at Paravur and Vamanapuram has been completed. Strengthening/construction of substructures of other bridges Quilon and Trivandrum Central is in progres. 16 new box culverts are being reconstructed. 28 pipe culverts have been completed. 9 road over-bridges and 4 foot over bridges have been lifted to get clearance for broad zauge.

The total amount spent on this work upto the end of October, 1973, is Rs. 216.13 lakhs.

(b) The work is expected to be completed by March, 1976, subject to availability of funds.

Wagon building factory in the country

2214. SHR VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) what progress has been made in the implementation of the proposal of setting up another wagon building factory in the country;

(b) whether Government have taken a decision regarding the location of this factory and if so, the gist thereof; and

(c) whether Government propose to take necessary steps to set up this factory in Kerala?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAFI QURESHI): (a) There is at present no proposal by this Ministry to set up a new wagon building unit.

(b) and (c). Do not arise.

Production Capacities of Plants Working under Udyogmandal Unit of FACT

2215. SHRI VAYALAR RAVI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) a brief outline of the capacities of different plants working under the Udyogmandal unit of the F.A.C.T., and the percentage of actual production of each unit of its production capacity; and

(b) the reasons for regular low production to the actual production capacities of these plants and the steps taken to increase the actual production in each unit?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Some of the sections of this unit especially the acid plants are very old and hence have not been able to operate at or near the rated capacities. This to a great extent restricts off-take of ammonia and the production of fertilizers. The technical difficulties which stand in the way of full capacity utilisation have mostly been identified and certain debottlenecking programmes have also been undertaken. As a result, the performance of this unit in terms of capacity utilisation consi-

derably improved during the first six months of 1973-74. A statement containing the required information is also placed on the Table of the House.

STATEMENT

Name of the plants in Udyogamandal	Capacity (Tonnes per annum)	Production (Tonnes)		Percentage utilisation of capacity	
		1972-73	1973-74 (April—Sep , 73)	1972-73	1973-74 (April—Sept ,73
					(Pro rata)
1 Ammonium Sulphate	198,000	95,950	57,040	48·4	57·69
2 Ammonium Phosphate	171,500	51,220	37,140*	38·8	43·0
3 Superphosphate	49,500	20,170	17,040	40·7	68·9
4 Ammonium Chloride	24,750	8,270	4,770	33·4	38·5
5 Ammonia	117,150	48,480	30,270	41·4	51·7
6 Sulphuric Acid	246,180	117,460	76,290	47·7	62·0
7 Phosphoric Acid	41,250	12,230	8,070	29·6	39·0

(*includes 20:20:0 grade)

The Debottlenecking Programmes, *inter alia*, include the installation of a new pump turbine unit for the III Stage ammonia plant, spare reacter for the phosphoric acid plant, gypsum thickener or the ammonium sulphate plant, new grinding mill for the rock grinding sections, new centrifuge for the ammonium chloride plant, modifications to the sulphuric acid plant etc.

Findings of Board of Arbitration regarding case of Stock Verifiers

2216. SHRI Y. ESWARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the case of Stock Verifiers of the Railway Account Department for revision of pay scales has been referred to the Board of Arbitration under the J.C.M., scheme;

(b) if so, what are their findings; and

(c) action taken, thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The Board of Arbitration has recommended the scale of Rs. 210—475 for the category of Stock Verifiers.

(c) The question of implementation of the award of the Board of Arbitration is under examination.

Representation from Railway Staff at Cochin

2217. SHRI Y. ESWARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether representations have been received from the Railway staff working at Cochin Refineries/FACT siding Irimbanam requesting sanction of: (i) Arrears of House Rent Allowance on the same basis as already paid to the employees of the P & T Department; (ii) Installation (Risk) Allowance as is paid to the employees of

the Refineries; and (iii) Rent free quarters as are eligible to Railway employees posted in private sidings like Madukari Metiur Dam; and

(b) if so, action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Representations from the Railway staff have been received in the Headquarters office of the Southern Railway on 19th November, 1973 and the points raised therein are under examination of the Railway Administration. Necessary decisions thereon would be taken in due course after receipt of the recommendations of the Railway Administration in the Board's office.

Merger of survey and constitution department with civil Engineering Department of Western Railway

2218. SHRI Y. ESWARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to merge the present Survey and Construction Department of the Western Railway with the regular Civil Enginerring Department of that Railway;

(b) whether in view of the fact that survey and construction staff had to put up with very hard conditions of life throughout their service, any steps are taken to guarantee protection of their present emoluments, status and prospects; and

(c) if so, what are they?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) No.

(c) Does not arise.

सरकारी वाहनों में पैट्रोल की खपत घटना

2219. **श्री चन्दूलाल चन्द्राकर :**
श्री विश्वनाथ झुनझुनवाला :

क्या **पैट्रोलियम और रसायन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने पेट्रोल की कमी को देखते हुए सरकारी वाहनों में इसकी खपत घटाने के लिए कोई कदम उठाए हैं;

(ख) यदि हां, तो उनकी मुख्य बातें क्या हैं ?

पैट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) और (ख). सरकारी वाहनों में मोटर गैसोलीन की खपत यथासम्भव बचत के लिए भारत सरकार के सभी विभागों, राज्य सरकारों एवं संघ शासित राज्यों को तत्काल अनुदेश जारी करने को कहा गया है । तदनुसार केन्द्रीय एवं राज्य सरकारी क्षेत्र के उपक्रमों, स्थानीय निकायों एवं सरकार से वह सहायता प्राप्त एजेंसियों को भी सलाह दी गई है । स्टाफ कार तथा अन्य वाहनों, जिनका प्रयोग संचालन एवं फील्ड कार्यों के लिए किया जाता है, द्वारा पेट्रोल की खपत को यथासम्भव स्तर तक कम करना होगा ।

मथुरा तेल शोधक कारखाने का डिजाइन तैयार करने के लिये सोवियत विशेषज्ञों का भारत का दौरा

2220. **श्री चन्दूलाल चन्द्राकर** : क्या **पैट्रोलियम और रसाय** मंत्री यह बताने की कृपा करेंगे कि :

(क) मथुरा के तेल शोधक कारखाने का डिजाइन तैयार करने के लिए सोवियत विशेषज्ञों का दल जो भारत आया है वह कितने दिन भारत में रहेगा ;

(ख) दल के कितने सदस्य हैं; और

(ग) उन पर कितना खर्चा आयेगा ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) भारत तथा रूस की सरकारों के बीच 20-7-1973 को हुई संधि के अनुसार, निर्देशों का ज्ञापन तैयार करने में भारतीय तेल निगम की सहायता करने के लिए भेजे गये रूसी विशेषज्ञों की भारत में ठहरने की अधिकतम अवधि 45 दिनों की हो सकती है। तथापि, कुछ विशेषज्ञों के बारे में अवधि इस से कम भी हो सकती है।

(ख) भारतीय तेल निगम तथा सम्बन्धित रूसी संस्थान के बीच हुए करार के अनुसार, इस दल में 15 विशेषज्ञ तथा दो दुभाषिये शामिल होने थे। इसकी तुलना में, भेजे गये दल में अब तक 9 विशेषज्ञ तथा दो दुभाषिये हैं।

(ग) जैसा कि प्रारम्भ में संभावना थी, 17 सदस्यों के इस दल पर 2,35,0010.00 रुपये का कुल व्यय होना है और इस कार्य के लिए ये विशेषज्ञ जब तक भारत में रहेंगे, उन्हें निशुल्क आवास तथा वाहन दिये जाने हैं। तथापि, वास्तव में भेजे जाने वाले विशेषज्ञों की संख्या में कमी होने के कारण सही व्यय कम होगा।

रेल कर्मचारियों को दिए गए आश्वासनों को क्रियान्वित करने के लिए विशेष मूल्यांकन एवं कार्यान्वयन सेल

2221. **श्री चन्दूलाल चन्द्राकर** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार रेल कर्मचारियों को दिए गए आश्वासनों को पूरा करने तथा उनकी कठिनाइयां दूर करने के लिए किसी विशेष मूल्यांकन और कार्यान्वयन सेल बनाने पर विचार कर रही है; और

(ख) यदि हां, तो उसकी रूपरेखा क्या है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) जी हां।

(ख) इस मामले पर विचार हो रहा है।

Enquiry against Companies or firms of Birla and Goenka Houses

2222. SHRI PRIYA RANJAN DAS MUNSI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many companies or firms of Birla and Goenka houses have been black-listed or are facing enquiry for malpractices during the period 1970—1973;

(b) in how many cases those firms are facing CBI enquiries during the said period; and

(c) the names of these firms?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) to (c). Information is being collected and will be laid on the Table of the House.

Charges of Restrictive Trade Practices against Paper Mills Union Carbide and Bombay Dyeing

2223. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Bengal Paper Mills. Calcutta, Titaghur Paper Mills, West Bengal and Orient Paper Mills (Birlas) Union Carbide and Bombay Dyeing have been charged with resorting to restrictive trade practies;

(b) if so, the nature of the charges against each; and

(c) what action if any, has been or is being taken on these charges?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) to (c). The M.R.T.P. Commission has, upon its own knowledge or information initiated action under section 10(a)(iv) of the M.R.T.P. Act, against Bengal Paper Mills Limited and Orient Paper Mills Limited for inquiring into restrictive trade practices indulged into by them. An application under section 10(a)(iii) has been made by the Registrar, Restrictive Trade Agreements requesting the Commission to enquire into restrictive trade practices indulged into by Union Carbide India Limited. The Commission has yet to make inquiries under section 37 in all these cases. As regards Bombay Dyeing and Manufacturing Company Limited, the Commission had directed the Director of Investigation to make preliminary investigation into the restrictive trade practices followed by the company and on the basis of the report of the Director of Investigation, the company amended its earlier agreements with the regional distributors. The Commission, therefore, did not pursue the inquiry but it has, however, directed further investigation by the Director of Investigation into agreements between the regional distributors and the dealers. The report of the Director of Investigation is awaited by the Commission.

Non-Availability of Life Saving drugsc in the country

2224. SHRI RAGHUNANDAN LAL BHATIA:
SHRI K. LAKKAPPA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the country is facing large scale non-availability of life saving medicines;

(b) if so, the reasons therefor; and

(c) the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS): (SHRI SHAHNAWAZ KHAN): (a) to (c). No Sir. Reports of occasional shortages of certain properietory drugs, in some parts of the country, for which similar preparations of other manufacturers are also available, are received in the Ministry from State Drug Controllers from time to time. On receipt of such reports the manufacturing units are contacted and advised to divert drugs to areas from which reports of shortages are received and to ensure their continuity of supply.

Pollution of Sea Water

2225. SHRI PURUSHOTTAM KAKODKAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether experts from the Central Health and Engineering Research Institute of Nagpur and the adviser to the Central Government on fertilisers visited Goa in the 1st week of October, 1973;

(b) if so, whether they studied various aspects of pollution of sea water; and

(c) if so, the outcome of their study?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). Adviser (Fertilizers) in the Ministry of Petroleum and Chemicals did not visit the factory during the period in question, but several experts, including a Scientist from the Central Public Health and Engineering Research Institute, Nagpur visited Goa from the last week of September, 1973 to November, 1973. These experts carried out studies to assess the extent and nature of the pollution and the remedial measures required in that connection. The Goa fertilizer plant has since taken a shutdown for repairs and maintenance and

it is expected that the requisite measures towards effective pollution control would be completed by the time the plant is re-started towards the end of this month.

दिल्ली में "ट्यूब रेलवे" परियोजना के लिये सर्वेक्षण

2226. **डा० लक्ष्मीनारायण पांडेय** : क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हाल ही में दिल्ली शहर में आवागमन को और सुविधापूर्वक बनाने के लिए "ट्यूब रेलवे" परियोजना का एक सवक्षण किया गया था;

(ख) यदि हां, तो इस सर्वेक्षण के क्या परिणाम रहे ; और

(ग) इस परियोजना पर कब तक कार्य प्रारम्भ हो जाने की संभावना है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) से (ग) व्यापक द्रुत परिवहन प्रणाली (भूगत) । उदयपित आदि तकनीकी-आर्थिक व्यवहारिकता अध्ययन महानगर रेल परिवहन परियोजना संगठन, दिल्ली द्वारा किया जा रहा है । इस सर्वेक्षण के परिणाम, जिनका दिल्ली क्षेत्र से सम्बन्धित योजना के संशोधित आंकड़ों से तालमेल बैठाया जा रहा है, तथा उसके बाद वाले अन्य कार्यों का, यदि कोई हो, पता तब चलेगा जब वर्तमान अध्ययन पूरा हो जायेगा ।

Investigation into the cases of Monopilistic and Restrictive Trade Practices of tyre companies by M.R.T.P. Commission

2227. SHRI N. K. SANGHI:
SHRI E. V. VIKHE PATIL:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Monopolies and Restrictive Trade Practices Commission has *suo motu* taken up for investigation several cases for restrictive trade practices;

(b) if so, the number of such cases taken up for investigation and whether they include the practice of Tyre Companies for maintaining uniformity in prices even though the quality of tyres and tubes differs from make to make; and

(c) if the cases taken up for investigation do not include the practice of tyre companies, whether Government propose to direct the Commission to investigation into this?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) to (c). The M.R.T.P. commission has, under Section 10(a)(iv) of the Act, initiated *suo motu*, inquiries into restrictive trade practices indulged into by (1) Western India Matca Co. Ltd., and (2) 10 Paper Mills. The inquiries are still pending. The Commission has not initiated any action *suo motu* against tyre companies. However, a preliminary investigation under section 11 has been entrusted by the Commission to the Director of Investigation on the basis of a complaint against 8 tyre companies. The investigation by the Director is pending.

1971–72 और 1972–73 में रेलवे पर किये गये धन के संबंधी दावे

2228. **श्री महा दीपक सिंह शाक्य** : क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 1971–72 और 1972–73 के वर्षों में रेलवे कर्मचारियों द्वारा रेलवे पर धन सम्बन्धी अनेक दावे किये गये है;

(ख) क्या रेलवे प्रशासन द्वारा स्वीकृत किये गये दावों की धनराशि अभी तक नहीं दी गई है; और

(ग) यदि हां, तो बरेली डिवीजन में किन-किन व्यक्तियों ने अपने दावे किए हुए हैं और उनके भुगतान में विलम्ब के क्या कारण हैं ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) से (ग) सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी ।

लम्बी यात्रा के लिये एक्सप्रेस गाड़ियों में अलग डिब्बे

2229. **श्री महा दीपक सिंह शाक्य** : क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कोई सांविधिक रूप से यह आवश्यक है कि लम्बी यात्राओं के लिए एक्सप्रेस गाड़ियों में अलग डिब्बा होना चाहिए ;

(ख) क्या रेलवे प्रशासन ने इस नियम का पालन नहीं किया है और यदि हां, तो इसके क्या कारण हैं; और

(ग) क्या पूर्वोत्तर रेलवे में बरेली एक्सप्रेस (काठ गोदाम) और आगरा एक्सप्रेस में ये डिब्बे लगाये गये हैं और यदि हां, तो कब से ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफ़ी कुरेशी) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) 240 किलोमीटर से अधिक दूरी की यात्रा करने वाले यात्रियों की सुविधा के लिए आगरा फोर्ट तथा काठगोदाम के बीच चलने वाली 11 डाउन/12 अप कुमाऊं एक्सप्रैस और लखनऊ तथा आगरा फोर्ट के बीच चलने वाली 13 अप/14 डाउन आगरा एक्सप्रेस गाड़ियों में एक बोगी अलग निर्धारित की गई है । यह व्यवस्था 1960 से चल रही है ।

News Report regarding Appointment of Managing Director of F.C.I.

2230. SHRI R. R. SINGH DEO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether attention of Government has been invited to a report in the 'Economic Times' of the 26th August, 1973 stating that mystery surrounds the appointment of a new Managing Director for the Fertilizer Corporation of India;

(b) whether the new Managing Director was appointed while the previous Managing Director had neither resigned nor been dismissed; and

(c) the reaction of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). The post of Chairman of the Corporation fell vacant consequent on the resignation of Shri H. N. Sethna. Also, the former Managing Director, Dr. K. R. Chakravorty proceeded on leave with effect from 22nd August, 1973. The two posts of Chairman and Managing Director have now been combined and Shri K. C. Sharma, formerly Director (Projects) of FCI has been appointed as the Chairman and Managing Director.

Request from Karnataka Government for Import of Machinery for Hydroelectric Project

2231. SHRI D. B. CHANDRA GOWDA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether any request has been made by the Karnataka Government that planners in Delhi should have a realistic outlook at the power generation position and permit the import of machinery required for Hydroelectric Project;

(b) whether the Central Government is aware that Karnataka had

the potential to produce hydel power at a low cost; and

(c) if so, the reaction of the Central Government regarding the request made by the State Government?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). The Central Government are aware of the hydro potential available in the State. The request of the Karnataka Government for import of two units of 27.5 MW each of hydro-electric generating plant for Linganamakki Dam Power House has been approved.

Setting up of a Thermal Plant at Goa

2232. SHRI M. RAM GOPAL REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Goa Administrators has rejected the Centre's proposal to set up a thermal power plant in the State during the Fifth Plan; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) No, Sir.

(b) Does not arise.

रेल गाड़ियों को डीजल से चलाना

2233. **श्री श्रीकृष्ण अग्रवाल** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश की रेलगाड़ियों को डीजल से चलाने सम्बन्धी कार्य को शीघ्रता से करने के लिए रेलवे बोर्ड द्वारा दिया गया प्रस्ताव पांचवीं पंचवर्षीय योजना में शामिल करने के लिए स्वीकार कर लिया गया है; और

(ख) यदि हां, तो योजना आयोग की इस पर क्या प्रतिक्रिया है ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). पांचवी योजना में रेलों द्वारा प्रस्तावित डीजलीकरण कार्यक्रम योजना आयोग द्वारा मंजूर कर लिया गया है ।

Complaints received by M.R.T.P. Commission

2234. SHRI P. M. MEHTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a large number of complaints have been received by the Monopolies and Restrictive Trade Practices Commission from the public since its formation;

(b) if so, in how many cases the Commission found the allegations true and in how many cases the action was taken;

(c) whether the new Chairman of the Commission has invited complaints about restrictive trade practices from the consumers' associations and even individuals also; and

(d) if so, how many such complaints have been received so far since September, 1973 and the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) Yes, Sir.

(b) The Commission has examined all such complaints and action taken wherever called for. Seven complaints received were under section 10 (a) (i) for inquiry into the allegations of restrictive trade practices, and they are at various stages of investigation, except in two cases which have been disposed of as no further action was found necessary.

(c) The Department of Company Affairs had given wide publicity to the provisions in the M.R.T.P. Act relating to restrictive trade practices

through the daily newspapers published in English and regional languages, as also through various journals. The present Chairman of the M.R.T.P. Commission also, while addressing Professionals, Trade and Commercial Organisations had an occasion to mention that the Commission, in its bid to curb restrictive trade practices and to protect the interests of the consumers, would welcome complaints from consumers' association and individual consumers.

(d) 36 complaints have been received since the 1st September 1973 and 9 of these were found to call for no action. Six have been entrusted to the Director of Investigation for a preliminary investigation and the remaining 21 are still at various stages of consideration.

Import of Machinery by J. K. Synthetics for producing polyester staple fibre

2235. SHRI MADHU LIMAYE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that the J. K. Synthetics, who imported machinery for the production of polyester staple fibre instead of nylon staple fibre, for which they had originally been given a licence, applied for the diversification permission to manufacture polyester fibre to the extent of 450 tonnes per annum;

(b) whether the permission was granted in order to provide a protective cover to their import of machinery for polyester staple fibre plant in violation of their original licence;

(c) whether this Company is in fact producing polyester fibre at the rate of about 3,000 tonnes per year in excess of its original diversification permission;

(d) whether Government is patronising the activities of this Company by making available to it valuable imported and indigenous raw materials like DMT; and

(e) if so, the action taken against the officers and the Company for these violations?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Under the liberalised licensing policy announced in December, 1967, which permitted diversification into new articles to the extent of 25 per cent of the total capacity, the firm was allowed to import balancing equipment for manufacture of polyester staple fibre within the foreign exchange earlier allowed for nylon staple fibre equipment. With the coming into force of the February 1970 licensing policy, the party was required to obtain a C.O.B. licence for this polyester staple fibre capacity. The party applied for such licence and Government granted a C.O.B. licence of a capacity of 450 tonnes.

(b) No, Sir.

(c) In the first 8 months of 1973, the unit has manufactured 862 tonnes of polyester staple fibre.

(d) After the issue of the C.O.B. licence in May, 1972, Government has permitted import of raw material on the basis of licensed capacity for the period upto 31st July, 1973.

(e) The aspect of excess production is being looked into.

Decline in production of Fertilizers

2236. DR. KARNI SINGH:

SHRI JAGANNATH MISHRA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there has been a shortfall in the domestic production of fertilisers;

(b) the figures of production during the last three years; and

(c) the reasons for decline in production?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). The production of fertilizers during the last three years has been as under:—

(in '000 Tonnes)

	1970-71	1971-72	1972-73
Nitrogen	830	952	1060
P_2O_5	229	278	326

The level of production would have been higher but for delay in the commissioning of some of the new projects and loss of production on account of power cuts, voltage fluctuations, labour unrest, inadequate supply of raw materials in certain cases and mechanical troubles in some of the operating units.

Special Audit of purchase transactions of Haryana State Electricity Board by C.A.G.

2237. SHRI SHYAMNANDAN MISHRA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the special audit of the purchase transactions of the Haryana State Electricity Board by the Comptroller and Auditor General of India has been completed; and

(b) if so, the main findings of the audit?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The report of the Officer on Special Duty who conducted the special audit has been received by the Government of Haryana.

(b) Comptroller and Auditor General of India has informed the State Government that the Accountant General, Haryana will issue draft paragraphs and process the material for the C.A.G.'s Audit Report. Some paragraphs have been received by the State Government from the A.G. Haryana and are under reply by them. The main findings will only be known when the C.A.G's Audit Report is received

विदेशी तेल कम्पनियों द्वारा अर्जित लाभ का औद्योगिक कार्यों में उपयोग

2238. **डा० लक्ष्मीनारायण पांडेय** : क्या **पेट्रोलियम और रसायन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या तीन विदेशी तेल कम्पनियों अर्थात् बर्मा शैल, कालटैक्स तथा एस्सो ने वर्ष 1971-72 में क्रमशः 300.12 लाख रुपये, 200.10 लाख रुपये और 172.15 लाख रुपये का लाभ अर्जित किया और लाभांश का 20 प्रतिशत से अधिक विदेशों को भेज दिया ;

(ख) क्या देश के उद्योगों में ही लाभांश की पूर्ण राशि उपयोग करने का सरकार का कोई प्रस्ताव है; और

(ग) यदि हां, तो किस प्रकार ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) (क) : कर तथा वर्ष 1971 के लिए बाहर भेजे गये धन, जिस के लिये उन्हें इजाजत दी गई थी,

के पश्चात् इन कम्पनियों द्वारा अर्जित किये गये शुद्ध लाभ के आंकड़े इस प्रकार हैं :—

कम्पनी का नाम	कर के पश्चात् शुद्ध लाभ (लाख रुपयों में)	रिजर्व बैंक आफ इंडिया द्वारा अनुमेय बाहर भेजा गया धन
बर्मा-शैल	300.12	72.00
एस्सो	179.00	†72.00
कालटक्स	83.96	धन बाहर भेजे जाने से संबंधित आवेदन पत्र पर विचार किया जा रहा है।

†कम्पनी द्वारा दिए गए विवरण के अनुसार जिसकी रिजर्व बैंक आफ इंडिया द्वारा जांच की जानी है। इस बारे में सही स्थिति सभा पटल पर रख दी जायेगी।

(ख) और (ग). जी नहीं।

Transfer of Work regarding distribution of Fertilizers in Ministry of Agriculture

2240. SHRI A. K. M. ISHAQUE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether Petroleum and Chemicals Ministry has suggested to Agriculture Ministry to take over the entire distribution work of fertilisers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): No, Sir. However, a suggestion in this regard has been made in respect of fertilizers from Fertilizer Corporation of India's units.

Supply of Essential Commodities to Railway Employees in Danapur (E. Rly.)

2241. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway employees stationed in Danapur Division on the Eastern Railway are not getting supply of essential commodities regularly and in sufficient quantity and they have been put to great hardships; and

(b) if so, the steps taken to ensure supply of essential commodities to Railway employees regularly and in sufficient quantity?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The railway employees stationed in Danapur Division are getting supply but not sufficiently.

(b) Supply of foodgrains and other essential commodities to the general public including the railway employees is primarily the responsibility of the State Governments and fair price shops are set up in the country as part of a general public distribution system.

Railways encourage the railway employees to set up and run Railwaymen's Consumer Co-operative Societies. Various facilities and concessions including subsidy, are provided to such societies for their orderly growth. Generally, the stations having concentration of 300 or more railway employees are covered by fair price shops run through the agency of either Railwaymen's Consumer Cooperative Societies or State Authorised Dealers and they cater to the needs of the railway employees and their families.

The Eastern Railway Administration have moved the State Governments concerned to ensure adequate

and regular supply of foodgrains to the Railway staff stationed in Danapur Division.

Corruption in Lower Courts of Delhi

2242. SHRIMATI SAVITRI SHYAM:
SHRI CHANDRA SHEKHAR SINGH:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the attention of Government has been drawn to the Press Reports from time to time that corruption is rampant in the Lower Courts of Delhi;

(b) if so, the reaction of Government thereto;

(c) whether Government have received a number of complaints and memoranda from the individuals and from various organisations, political parties in regard to the corruption prevailing in the lower courts of Delhi; and

(d) if so, the action taken thereon?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) to (d). Government have seen such reports in the Press. Complaints are also received sometimes from individuals. Whenever such complaints are received. they are passed on to the Delhi High Court for necessary action. There is a Vigilance Cell in the Delhi High Court consisting of three Judges and complaints against gazetted officers of the judiciary are looked into by the Vigilance Cell Complaints against the ministerial employees of the subordinate courts are looked into by the Assistant Vigilance Officers and Vigilance officers functioning in the subordinate courts.

Cases pending in Delhi Courts

2243 SHRIMATI SAVITRI SHYAM:
SHRI CHANDRA SHEKHAR SINGH:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of cases pending in the lower Courts of Delhi for more than three years; and

(b) the reasons therefor and the steps taken or proposed to be taken to dispose them of?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) 10,175.

(b) The reason is shortage of Judicial Officers. There are some vacancies in the Delhi Judicial Service and an examination is being held in December, 1973 to make recruitment against these vacancies. The Delhi High Court has also moved for an increase in the strength of Additional District and Session Judges and for additions to the cadre of the Delhi Judicial Service. In the meantime the subordinate courts have been directed to give preference to old cases over cases of recent institution.

Non-payment of City Compensatory Allowances to Railway employees at Ghaziabad

2244. SHRIMATI SAVITRI SHYAM:
SHRI CHANDRA SHEKHAR SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway Employees at Ghaziabad are not getting City Compensatory Allowance; and if so, the reasons therefor;

(b) what are the recommendations of the Third Pay Commission in this regard;

(c) what stand has been taken for granting the City Compensatory Allowance to the Ghaziabad Railway employees as well as to others throughout the country where it is applicable; and

(d) when and how will it be made effective?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Ghaziabad being a classified 'C' class city, the railway employees working there are not entitled to City Compensatory Allowance under the extant rules.

(b) The recommendation of the Third Pay Commission is that Compensatory (City) Allowance should be made admissible to employees whose place of work falls anywhere within the 'urban 'agglomeration' of the city or town as adopted for the population census of 1971 and that an urban agglomeration should also be treated as one unit of population for the purpose of determining the class to which the city belongs.

(c) and (d). The recommendation of the Third Pay Commission, as brought out in the reply to part (b) above, has been accepted by the Government. The details for implementation of the same are being worked out by the Ministry of Finance who are the controlling Ministry in this regard.

दिल्ली-अहमदाबाद एक्सप्रैस गाड़ी के यात्रियों को सोमेश्वर स्टेशन पर दी गई सहायता

2245. श्री लाल जी भाई : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 3-अप दिल्ली अहमदाबाद एक्सप्रस गाड़ी जो कि सोमेश्वर स्टेशन पर बा के पानी के कारण रुकी रही, के यात्रियों को बहुत देरी के बाद सहायता दी गई और लगभग 1,000 यात्रियों को बहुत असुविधा उठानी पड़ी; और

(ख) यदि हां, तो उसके क्या कारण थे ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) 19-8-1973 को, 3 अप दिल्ली-अहमदाबाद एक्सप्रेस, सोमेश्वर स्टेशन पर 6 35 बजे से रुकी पड़ी थी । स्टेशन का दोनों दिशाओं से रेल सम्पर्क टूट जाने तथा सड़क द्वारा पहुंच न होने के बावजूद भी यात्रियों को उपराह्न में भोजन, चाय और नाश्ते की व्यवस्था की गयी ।

(ख) प्रश्न नहीं उठता ।

Execution of Thien Dam Project

2246. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Centre has decided to execute the Thien Dam Project;

(b) if so, whether the issue was discussed with the Punjab Government; and

(c) if so, the decision arrived at?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). While the Thein Dam Project has been found technically feasible, a number of inter-State issues such as sharing of costs, benefits, financing of the project, executing agency and rehabilitation of oustees, are still under discussion not only with the Punjab Government but also with all other concerned State Governments.

Wagon Quota for movement of Coal for Punjab

2247. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway Board has fixed wagons quota for Punjab for movement of coal;

(b) if so, whether this quota is sufficient to meet the requirements of Punjab;

(c) whether Railway Board is considering to increase the present quota; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Railways and State Governments in joint consultation fix quotas for various types of coals for all the States including Punjab, taking into consideration the movements sponsored by the authorised officials of the States who determine the sufficiency or insufficiency of the requirements.

(c) and (d). Do not arise.

Supply of Diesel Oil to Punjab

2246. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Central Government have made any arrangements for supplying adequate quantity of diesel oil to meet requirements of Punjab;

(b) if so, facts thereof; and

(c) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). There are adequate inventories of all products to meet the requirements of the country including demand for Diesel Oils for Punjab. Adequate arrangements exist to meet any increased demands for HSDO as well as for LDO for the sowing season. The exact figures of inventories cannot be revealed in the public interest.

Failure to discover Oil in Gulf of Cambay

2249. SHRI M. RAM GOPAL REDDY:
SHRI D. D. DESAI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Oil and Natural Gas Commission has failed to discover oil in the Gulf of Cambay and the drilling ship purchased from Japan at the cost of Rs. 15 crores has remained unused; and

(b) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). It would not be correct to say that O.N.G.C. has failed to discover oil in the Gulf of Cambay. ONGC's offshore operations commenced in 1970-71 only and in the very first well drilled at Aliabet West Structure in the Gulf of Cambay, oil was discovered but it was not a commercial discovery.

The self-propelled and self-elevating mobile jack-up platform "Sagar Samrat" which ONGC has purchased from Japan at a cost of about Rs. 12 crores has been put to use and the first well, with the aid of this vessel has been spudded on 11th of October, 1973. The well is projected to a depth of 4500 metres and the drilling of the well is still in progress.

Man-hours lost by Rail Travellers

2250. SHRI SHRIKISHAN MODI:
SHRI R. V. SWAMINATHAN:

Will the Minitser of RAILWAYS be pleased to state:

(a) whether Railway travellers in India loose billions of man hours of their work or leisure time each year due to late running of trains;

(b) if so, the reasons therefor;

(c) whether any investigations have been made, and if so, the outcome of the investigations; and

(d) what steps are being taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Punctuality percentage of all passenger carrying trains on all Indian Railways during the last 3 years as indicated below was generally satisfactory:—

Year	Punctuality percentage	
	B G	M G
1970-71 .	82·3	87·4
1971-72 .	82·1	91·4
1972-73 . .	85·8	89·9

Punctual running of trains in the recent past has been adversely affected mainly on account of agitation in Andhra Pradesh, interruption of power supply due to unrest amongst Engineers of U.P. Electricity Board staff Loco staff strike and its after effect, public and staff agitations, power cuts, breaches, theft of tele-communication wires resulting in signal & tele-communication failures increased incidents of alarm chain pulling, etc.

(d) Punctuality performance of trains is closely watched at all levels by the Zonal Railways and for selected Mail/Express trains at Railway Board's level. Avoidable detentions are taken up and remedial action taken to improve the running of trains. In some trains, even alarm chain apparatus has been blanked off to effect an improvement in punctuality

Birlas capacity in the Man-made Fibre Manufacturing Sector

2251. SHRI MADHU LIMAYE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that the House of Birla accounts for 80 per cent of the capacity in the man-made fibre manufacturing sector;

(b) whether additional Letters of Intent have been issued to Century Enka, a Birla concern;

(c) whether the Century Enka has been asked to get a clearance from the M.R.T.P. Commission;

(d) whether any action has been taken against this company for its contravening the provisions of the M.R.T.P. Act in as much as the Company has failed to register itself under it; and

(e) if so, the reasons for not taking action against the Company?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) The Birla Group holds about 60 per cent of the existing capacity for man-made fibres/filament yarn (cellulosic and non-cellulosic).

(b) A letter of intent in favour of M/s. Century Enka for expansion of the nylon filament yarn capacity from 2 tonnes/day to 6.5 tonnes/day has been extended in October, 1973.

(c) Since the party had taken effective steps prior to the coming into force of the MRTP Act on 1st June, 1970 no clearance was necessary under this Act.

(d) and (e). The Government is yet to complete its study of the applicability of the relevant provisions of the MRTP Act to Century Enka Limited and it would be premature to suggest any action against the company.

Licenses issued to Foreign Drug Firms having more than 26 per cent Foreign Equity

2252. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) how many manufacturing licences have been granted to foreign firms with more than 26 per cent foreign equity during the last three years;

(b) particulars of each of the licences viz., names of the formulations bulk drugs, value etc.;

(c) whether the same formulations could not be manufactured by Indian drugs units; and

(d) whether these foreign firms would bring fresh capital for investment into new projects or what is the mode of financing these new expansion projects?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZ KHAN): (a) and (b). A statement giving particulars of manufacturing licences (excluding c.o.b. licences) issued to firms with foreign equity of more than 26 per cent, during the years 1970-71, 1971-72 and 1972-73 is laid on the Table of the Houce. [*Placed in Library. See* No. LT-5814/73]. Precise Information in regard to value of the licences is not available since it varies with product mix and fluctuations in costs and prices of such items over the years. The details of c.o.b. licences issued were furnished in reply to Lok Sabha Unstarred Question No. 9529 dated 8th May, 1973.

(c) Most of the formulations can be manufactured by Indian companies.

(d) The expansions have been/are being effected by issue of additional capital, loans or from internal resources.

Committee to inquire into Drugs and Pharmaceutical Industry

2253. SHRI K. S. CHAVDA:
SHRI ARJUN SETHI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a high-powered Committee is going to be appointed to inquire into the various aspects of drugs and pharmaceutical industry;

(b) if so, the composition of the Committee and when Government is going to announce it; and

(c) the terms of reference of the Committee?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZ KHAN): (a) Yes, Sir.

(b) and (c). The matter is under consideration.

Introduction of ten new trains from 1st November, 1973

2254. SHRI R. V. SWAMINATHAN:
SHRI P. M. MEHTA:

Will the Minitser of RAILWAYS be pleased to state:

(a) whether 10 new trains were introduced on the 1st November, 1973; and

(b) if so, the particulars thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a)

and (b). The following twelve new non-suburban trains have been introduced in the time table which came in force from 1st November, 1973:—

Trains	Section on which introduced
Two bi-weekly Jayanti Janta Express trains .	Delhi/New Delhi & Samastipur
Two Express trains	Pune—Kolhapur
Two Passenger trains . .	Burdwan—Asansol
One shuttle train . .	Baghdogra—Siliguri
One shuttle train .	New Jalpaiguri—Siliguri
Two mixed trains .	Adilabad—Purna
Two mixed trains	Parbhani—Purli Baijnath.

Effect on Dieslisation Plan in view of economy in use of diesel oil

2255. SHRI R. V. SWAMINATHAN Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have been asked to reduce accent on dieselisation plan in view of the need for economising on the use of diesel oil; and

(b) if so, the steps taken by the Railways in this regard and the results thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The Planning Commission had originally suggested a review of dieselisation programme on Indian Railways in view of need for economising on the use of diesel oil. However after further discussion, the Planning Commission have now accepted the diesel programme submitted by the Railways.

News capitioned 'Indian Geologist Hints at Inorganic Petroleum'

2256. SHRI R. V. SWAMINATHAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether attention of Government has been drawn to the report in the 'Times of India' (Ahmedabad Edition) dated the 22nd October, 1973 capitioned "Indian geologist hints at inorganic petroleum";

(b) if so, the reactions of Government thereto; and

(c) to what extent this theory will help in oil exploration in India?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZ KHAN): (a) Yes, Sir.

(b) and (c). The news report refers to the possibility of finding petroleum *inter alia* indigeneous and other hard rock regions, based on theories of inorganic origin of oil. The theories of inorganic origin of oil are not new and a few scientists do support these theories. However, commercial ventures for oil exploration have not been undertaken in hard rock areas, based on these theories, either in foreign countries to the best of our knowledge or in India. The ONGC has, nevertheless, taken note of the views expressed by the various geologists quoted in the newsitem for appropriate action.

Railways' inability to transport jute to Despatching Centres

2257. SHRI SUKHDEO PRASAD VERMA: Will the Minitser of RAILWAYS be pleased to state:

(a) whether Government are aware of the fact that Jute Industry is facing crisis of the greatest magnitude due to inability of the Railways to transport jute from the Despatching Centres; and

(b) if so, the steps Govern nent propose to take to avert the crisis?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Bulk of the traffic in jute is offered for despatch by rail from stations on the Northeast Frontier, North Eastern and Eastern Railways from August onwards.

Though the operation on these railways was adversely affected in recent months on account of breaches and flooding of track, severe shortage of electric power, staff agitations and loco coal shortage traffic in Jute has been cleared preferentially. The loading has progressively increased as will be seen from the following table:—

Month	Number of wagons loaded with Jute		
	Broad Gauge	Metre Gauge	Total
August, 1973	1076	2437	3513
September, 1973	2275	3119	5394
October, 1973	3125	3528	6653

Every effort is being made to step up loading further to the maximum extent possible.

Introduction of Jayanthi Janta Express Trains

2258. SHRI K. KODANDA RAMI REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Jayanthi Janta Express trains so far introduced in the country;

(b) whether Government propose to introduce more such express trains in future; and

(c) if so, the salient features of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Two pairs of Jayanthi Janta Express have been introduced so far.

(b) and (c). As and when requisite resources become available introduction of additional Jayanti Janta Expresses will be duly considered.

Inclusion of Somasila Project in Andhra Pradesh in Fifth Plan

2259. SHRI K. KODANDA RAMI REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Planning Commission has accepted the inclusion of Somasila Project in Andhra Pradesh in the Fifth Plan; and

(b) if so, the broad outlines—such as expenditure, likely period of commencement and completion of the project and the area to be irrigated by it?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The first phase of the Somasila Project has been accepted by the Planning Commission for inclusion in the Fifth Plan of Andhra Pradesh.

(b) The project envisages the construction of the Somasilla Dam to part height to enable storage upto RL 87 m., and of the Kavali North Feeder and South Feeder Canals without their distribution systems. It is estimated to cost Rs. 17.2 crores and will stabilise existing irrigation over 1.15 lakh ha. The project is expected to be substantially completed in the course of the Fifth Plan.

Rural Electrification Schemes sanctioned for Andhra Pradesh

2260. SHRI KODANDA RAMI REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the number and names of the cluster schemes (Rural Electrification) sanctioned for Andhra Pradesh;

(b) the estimated expenditure and the progress of work, scheme-wise; and

(c) the total number of pumping sets energised and the industries benefited by these schemes so far?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). The Rural Electrification Corporation since its inception in July 1969 has sanctioned 39 rural electrification schemes including one pilot co-operative project, for Andhra Pradesh upto 31-10-1973.

Details of the cost and the number of villages/pumpsets covered under each scheme are given in the statement laid on the Table of the House [*Placed in Library. See* No. LT-5815/73]. Details of the progress achieved in respect of the schemes sanctioned upto 1972-73 are indicated in the statement laid on the Table of the House. [*Placed in Library. See* No. LT-5815/73].

Survey for oil in Andhra Pradesh

2261. SHRI K. KODANDA RAMI REDDY: Will the Minister of PETROLEUM & CHEMICALS be pleased to state:

(a) whether any survey has been conducted to locate oil in Andhra Pradesh;

(b) if so, the outcome of the survey; and

(c) if not, whether any such survey is contemplated in the near future?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir.

(b) and (c). No structures have so far been discovered which would be worth testing by drilling. The survey is being continued.

Appointments on the Evaluation Committee for books in Journal wing of Legislative Department

2262. SHRI R. V. BADE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether certain persons have been appointed on the Evaluation Committee for Books in the Journal Wing of the Legislative Department, who do not fulfill the qualifications required by the Resolution of the Ministry of Law, Justice and Company Affairs; and

(b) if so, what steps have Government taken to rectify the mistake in appointing such persons?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) No, Sir.

(b) Does not arise.

पैट्रोल की कीमत में वृद्धि होने के कारण टैक्सी और स्कूटर किरायों में वृद्धि

2263. **श्री ईश्वर चौधरी :**
श्री ज्ञानेश्वर प्रसाद यादव :

क्या **पैट्रोलियम और रसायन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या टैक्सी, स्कूटर और आटो-रिक्शा चलाने वालों को, बढ़ी हुई कीमतों पर पट्रोल मिलने के कारण अपने रेट बढ़ाने पड़े हैं;

(ख) यदि हां, तो क्या सरकार सफर करने वाले लोगों को राहत देने हेतु टैक्सी, स्कूटर तथा आटो-रिक्शा चालकों को कम कीमत पर पैट्रोल दिलायेगी; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

पैट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) टैक्सी, स्कूटर तथा आटो-रिक्शा के किराये राज्य सरकारों तथा संघीय क्षेत्रों की अपनी अपनी सरकारों द्वारा निर्धारित किये जाते हैं । 3-11-73 से लागू हुए पैट्रोल के मूल्य में वृद्धि होने के परिणामस्वरूप, राज्यों एवं संघीय क्षेत्रों की सरकारों को किरायों में संशोधन किये जाने के प्रश्न पर विचार करने का परामर्श दिया गया था ।

(ख) और (ग) . मोटर स्पिरिट की खपत म कमी किये जाने की जरूरत के संदर्भ में, इस उत्पाद को ग्राहकों के किसी वर्ग को सस्ते दामों पर देने का कोई प्रस्ताव नहीं है ।

Implementation of Contract Labour (Regulation and Abolition) Act in Railway

2264. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken steps to implement Contract Labour (Regulation and Abolition) Act, 1970 in the Railways;

(b) if so, whether the labour engaged in coal and ash handling and also for loading and unloading of parcels in trains, have been made regular employees; and

(c) if not, the reasons therefor and when Government propose to bring the said Act into force in the Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Orders have been issued to the Railway Administrations in October 1971 requiring strict compliance with the various provisions of the Contract Labour (Regulation and Abolition) Act 1970 and the Rules framed thereunder.

(b) and (c). The Contract Labour (Regulation and Abolition) Act, 1970 does not specify the areas where Contract Labour should be abolished. On the Railway the work of coal and ash handling and also of loading and unloading of parcels in trains has been traditionally done through contract system and the labour engaged on the work are contractors' employees and cannot be treated as regular Railway employees. However, the question of abolition of Contract system in coal and ash handling work and in loading and unloading parcels in trains, is under consideration of the Central Contract Labour Advisory Board.

New trains introduced during 1973

2265. SHRI MUHAMMED SHERIFF:
SHRI R. N. BARMAN:

Will the Minitser of RAILWAYS be pleased to state:

(a) whether any new trains have been introduced in the country during the years 1971-72 and 1972-73;

(b) if so, the particulars thereof; and

(c) the mileage covered by them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). A total of 289 passenger carrying trains adding altogether 20,420 passenger train kilometres per day, were introduced/extended on Indian Railways during 1971-72 & 1972-73. Of these, 134 were non-suburban and 155 suburban train services.

Raise in Production of Locomotives

2266. SHRI MUHAMMED SHERIFF: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have chalked out any plan for raising production of Locomotives in the country in the near future; and

(b) if so, the gist thereof and progress achieved in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The total anticipated production of locomotives during the Fourth Plan is expected to be about 963, excluding approx. 70 diesel shunters for use by public sector undertakings. This is expected to be stepped up to about 1300 locomotives for Railways. Besides the requirements of diesel shunting locomotives by the public sector undertakings would also be catered to.

Location of Oil Refineries during Fifth Plan

2267. SHRI B. V. NAIK: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of Refineries for oil proposed in the Fifth Five Year Plan;

(b) whether decisions regarding their locations have been finalised; and if so, what are the locations;

(c) if not, the time wtihin which decisions about locations will be finalised; and

(d) what are the sites at present under consideration of Government?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (d). The setting up of refineries at Mathura and Bongaigaon which will go on stream during the Fifth Five Year Plan has already been approved. A scheme for expansion of Koyali refinery has also been approved. In view of the rapidly escalating price of crude oil and foreign exchange implications of the increases in crude oil price the optimum refining capacity to be achieved during the Fifth Five Year Plan is still under consideration by the Planning Commission. Therefore, no decision has yet been taken regarding the number and location of refinery projects for the Fifth Five Year Plan other than the ones mentioned above.

Outlay on Konkan Railway

2268. SHRI B. V. NAIK: Will the Minister of RAILWAYS be pleased to state.

(a) the outlay upto date on the Konkan Railway; and

(b) the probable date by which this project will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Some quantity of earthwork only has been done from Apta to Desgaon by the Maharashtra Government as a drought relief measure. The expenditure incurred on this earthwork by the Maharashtra Government is not available with this Ministry.

(b) Does not arise as the project is not yet sanctioned because only preliminary engineering-cum-traffic survey has been carried out so far. Decision regarding taking up construction can be taken only after funds required for this project are allotted by the Planning Commission.

Project Cost of Kali Hydro-Electric Works

2269. SHRI B. V. NAIK:
SHRI C. K. JAFFER SHARIEF:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the total project cost of Kali Hydro-electric Works and the total expenditure incurred on it so far;

(b) the time by which the project will be completed;

(c) whether there is any proposal to take up the Kali Hydel project as a Central project; and

(d) whether Kali Hydel project will produce electricity at the cheapest rate in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The estimated cost of the Kalinadi Hydro-electric project phases I and II, is Rs. 81.52 crores. A total expenditure of Rs. 15.06 crores was incurred upto the end of 1972-73.

(b) The entire Kalinadi project is expected to be completed by the end of 1979.

(c) No, Sir. However, special Central financial assistance was given during the Fourth Plan period.

(d) If the present approved cost does not go up the Kalinadi project is expected to be one of the cheapest sources of power in the country.

Shortage of Cooking Gas

2270. SHRI G. Y. KRISHNAN:
SHRI RANABAHADUR SINGH:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that there is a shortage of cooking gas all over the country; and

(b) if so, the steps Government have taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Except for some sporadic cases, no general scarcity of cooking gas (LPG) has been reported with the existing customers in the country. The position in the Koyali Supply area has however been bad since the last few months due to problem of transportation caused by strikes and floods since August, 1973 and the work to rule adopted by the Refinery workers of Koyali in October, 1973.

(b) The following steps have been taken to ease the situation:—

(i) Enrolment of new Customs has been temporarily stopped;

(ii) Filling facilities of other LPG marketeers are being utilised wherever feasible; and

(iii) The entire additional LPG production of IOC from Bombay Refineries is being sent to the Koyali area to augment supplies.

कोयले की कमी के कारण गत तीन वर्षों में गाड़ियों का रद्द किया जाना

2271. **डा० लक्ष्मीनारायण पांडेय :** क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) कोयले की कमी के कारण गत तीन वर्षों में कौन-कौन सी गाड़ियां रद्द की गई; और

(ख) ये गाड़ियां किस अवधि में रद्द रहीं ?

रेल मंत्रालय में उप मंत्री (श्री महम्मद शफी कुरेशी) : (क) और (ख). क्षेत्रीय रेलों से सूचना इकट्ठी की जा रही है और यथा-समय सभा-पटल पर रख दी जायेगी ।

Loss to Railways due to change in Freight Rates

2272. SHRI MAHADEEPAK SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether freight was charged at the rate of 45 quintal per railway wagon instead of the fixed weight of 110 quintal per railway wagon as a result of which the Railways had to incur a loss of Rs. 4.14 lakhs till 1971;

(b) whether it was decided to charge freight on the basis of minmum weight of 110 quintal per wagon during September, 1971 but it was not enforced;

(c) if so, the reasons therefor; and

(d) the steps taken so far by Government to avoid such losses?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Presumably, it refers to the case reported in paragraph 2.51 of the 77th report of the Public Accounts Committee (1972-73) 5th Lok Sabha. A statement explaining the position is enclosed.

(b) The decision was taken by South Central Railway Administration in June, 1971 and it was enforced.

(c) In view of the answer to part (b) of the question, this question does arise.

(d) The relevant rule in the I.R.C.A. Goods Tariff has been amended to provide that when a wagon is indented and utilised for the transport of a sole consignment freight charges leviable will be subject to a minimum charge at the wagon-load rate on the minimum weight prescribed for that commodity.

Statement

Certain consignments of electrical appliances and fittings were booked during 1968-69 to 1970-71 by Messrs. Bharat Heavy Electricals Ltd., Ramachandrapuram from their siding served by Lingampalli Railway station. The consignments consisted of two types of appliances: (i) those which were bulky by their shape and size such as Turbines, Turbo Alternators, etc., and (ii) those which could not be loaded in the wagon in more than one layer owing to possibility of damage due to impact in the course of transit, such as Air Blast Circuit Brakers, Oil Circuit Brakers, etc. These consignments required full wagon for their transportation. As the actual weight of each consignment was less than 45 quintals it was charged at Smalls rate for 45 quintals in terms of Rule 164 (i) of I.R.C.A. Goods Tariff No. 33, Part I, which is reproduced below:—

164(1) When goods tendered for conveyance are of such a description that owing to their bulk, measurement or other cause, it is found impossible to load each Broad Gauge wagon to the extent of 45 quintals and each Metre or Narrow Gauge wagon to the extent of 30 quintals, such goods will be subject to a charge as for 45 quintals and 30 quintals, respectively, per wagon, at the "Smalls" rate, right through to destination irrespective of whether a break-of-gauge is involved or not, except in cases in which a special minimum is quoted in this Tariff or otherwise notified when such minimum will apply. If charges at the wagon-load rates for the prescribed minimum weight for the wagon-load are less than the charges at the "Smalls" rate, charges at wagon-load rate will apply.

The Audit felt that since the consignors had been allowed the benefit of full wagon for loading these consignments, they should have been charged for 110 quintals which is the weight condition for application of wagon-load scale of rates for these consignments, instead of 45 quintals at "Smalls" rate. The alleged loss worked out by the Audit on this basis amounted to Rs. 4.14 lakhs, for the period from 1968-69 to 1970-71.

The loss worked out by the Audit was not accepted because 90 per cent of the consignments had been correctly charged at Smalls rate for 45 quintals and the rules then did not permit levy of freight charges for 110 quintals

even though the actual weight was far below. In respect of 10 per cent of consignments, wagon space was not fully utilised and the loss on that account was of the order of Rs. 40,000. This amount was recovered many times over in consequence of the over charge on bulky articles resulting from the Railway's decision to recover charges for a minimum weight of 110 quintals on all wagons from June, 1971 onwards.

रेलवे कन्टेनर सेवा से कम आय

2273. **श्री महादीपक सिंह शाक्य :** क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे कन्टेनर सेवा से अनुमान की तुलना में आय बहुत कम हुई है; और

(ख) यदि हां, तो उसके मुख्य कारण क्या हैं और सरकार ने इस बात को सुनिश्चित करने के लिये क्या उपाय किये हैं कि अधिक भाड़े वाले सामान की ढुलाई सड़क परिवहन की अपेक्षा रेल से की जाये ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरशी) (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता । लेकिन, ऊंची दर वाले अधिक यातायात को रेलों की ओर आकर्षित करने के लिए उठाये गये कुछ महत्वपूर्ण कदम नीचे बताये गये हैं:--

(1) व्यापार और उद्योग से निकट सम्पर्क रखना ।

(2) महत्वपूर्ण व्यापारिक केन्द्रों के बीच कन्टेनर सेवाओं का विस्तार ।

(3) अधिकाधिक मार्गों पर माल अग्रेषक सेवाएं चालू करना ।

(4) ऊंची दर वाली वस्तुओं को यथासम्भव परिचालनिक प्रतिबंधों से मुक्त करना ।

(5) द्रुत परिवहन सेवाएं चलाना ।

(6) घर-घर से माल लाने और पहुंचाने की सेवाएं तथा चल वृकिंग सेवाएं चालू करना ।

(7) प्राथमिकता अनुसूची में चुनी हुई वस्तुओं का ग्रेड बढ़ाना ।

इमारती लकड़ी के परिवहन में हानि

2274. **श्री महादीपक सिंह शाक्य :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे को इमारती लकड़ी के परिवहन पर घाटा उठाना पड़ता है क्योंकि उसकी ढुलाई नाप या तौल के पश्चात् नहीं की जाती; और

(ख) इस हानि को दूर करने के लिये सरकार क्या उपाय कर रही है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी करेशी) : (क) जी नहीं । जैसा कि दूसरे यातायात के मामले में होता है, माल डिब्बा भार में बुक की गयी इमारती लकड़ी पर प्रभार वास्तविक वजन या न्यूनतम निर्धारित वजन इनमें से जो भी अधिक हो, के आधार पर लगाया जाता है । जहां कहीं सम्भव होता है वास्तविक वजन तुला-चौकी पर तोल कर निश्चित किया जाता है । जहां परिचालनिक या अन्य कारणों से वजन करना सम्भव नहीं होता, वहां भाड़ा प्रभार माल भेजने वाले द्वारा घोषित वजन पर या न्यूनतम निर्धारित वजन पर, इनमें से जो भी अधिक हो, लगाया जाता है । जहां व्यावहारिक होता है, वास्तविक वजन, माप द्वारा भी निश्चित किया जाता है ।

(ख) भाग (क) के उत्तर को देखते हुए प्रश्न नहीं उठता ।

फरक्का बांध परियोजना में मजदूरों की छंटनी

2275. **श्री के० एम० मधुकर** : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या फरक्का बांध परियोजना में मजदूरों की बड़े पैमाने पर छंटनी हुई है

(ख) यदि हां, तो कितने मजदूरों की छंटनी की गई है; और

(ग) क्या सरकार का विचार उन्हें रोजगार देने का है और यदि हां, तो कब तक ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (प्रो० सिद्धेश्वर प्रसाद) : (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) फरक्का बराज परियोजना के पूर्ण होने पर फालतू हो सकने वाले स्टाफ को अन्य केन्द्रीय तथा राज्य सरकार के विभागों/सार्वजनिक उपक्रमों में नौकरी देने के लिए सभी प्रयास किए जा रहे हैं ।

महवल रेलवे स्टेशन का विद्युतीकरण (पूर्वोत्तर रेलवे)

2276. **श्री के० एम० मधुकर** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पूर्वोत्तर रेलवे के नरकटियागंज मुज्जफरपुर रेलवे लाईन पर स्थित महवल स्टेशन के विद्युतीकरण की मांग की जानकारी है ।

(ख) यदि हां, तो इस सम्बन्ध में क्या कार्यवाही करने का विचार है और यह कार्य कब तक किया जाएगा; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) जी हां ।

(ख) काम चल रहा है और आशा है, यह मार्च, 1974 तक पूरा हो जायेगा ।

(ग) प्रश्न नहीं उठता ।

पूर्वोत्तर रेलवे तथा अन्य सेक्शनों में रेल सेवाओं का बन्द रहना

2277. **श्री के० एम० मधुकर** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या लोको कर्मचारियों की हड़ताल समाप्त होने पर भी पूर्वोत्तर रेलवे में तथा अन्य सेक्शनों में रेल गाड़ियां काफी संख्या में बन्द रहीं और आज तक भी अनेक गाड़ियों का चलना बन्द है; और

(ख) यदि हां, तो इस के क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री मुहम्मद शफी कुरेशी) : (क) और (ख) . गाड़ियों के रेक और इंजन सम्पर्कों की स्थिति में धीरे-धीरे सामान्यता आने और कोयले की कठिन स्थिति के कारण पूर्वोत्तर रेलवे तथा अन्य रेलों की कुछ गाड़ियां लोको कर्मचारियों की हड़ताल वापिस ले लिये जाने के बाद भी रद्द रहीं ।

पेट्रो-रसायन एककों के लिए लाइसेंस देने की नीति

2279. **श्री मूलचन्द डागा** : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) पेट्रोलियम–रसायन उद्योगों के लिए लाइसेंस देने के बारे में सरकारी नीति क्या है ;

(ख) क्या सरकार का विचार निजी क्षेत्र के एककों को लाइसेंस देने में उदारता बरतने की है;

(ग) यदि हां, तो सरकार इस बारे में किन किन बातों पर ध्यान देगी; और

(घ) लाइसेंस के लिए कितने आवेदन पत्र निर्णयोधीन हैं और कब से ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री(श्री शाहनवाज खां) :(क) से (ग). सरकार द्वारा घोषित फरवरी 1973 के लाइसेंसिंग नीति के अनुसार पैट्रो-रसायन एक महत्वपूर्ण क्षेत्र में आता है। बड़े घरों तथा विदेशी कम्पनियां अन्य उद्योगों के साथ इन पैट्रो-रसायन उद्यमों में साझेदारी के योग्य है ।

(घ) वर्षवार सम्बित आवेदनपत्रों की संख्या निम्न प्रकार है: —

1970	—	3
1971	—	18
1972	—	25
1973	—	58

बरेली रेलवे स्टेशन के प्लेटफार्म पर बम विस्फोट

2280. **श्री हुकम चन्द कछवाय** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अक्तूबर, 1973 में बरेली रेलवे स्टेशन के प्लेटफार्म पर एक बम विस्फोट हुआ था, जिसके परिणामस्वरूप अनेक व्यक्ति घायल हो गये ;

(ख) यदि हां, तो उसकी संख्या क्या है; और

(ग) सरकार द्वारा की गई जांच के क्या परिणाम रहे ?

रेल मंत्रालय में उपमंत्री(श्री मुहम्मद शफी कुरेशी) (क) जी हां। 27-10-1973 को बरेली स्टेशन के प्लेटफार्म नं० 4/5 पर एक पटाखा (बम नहीं) फट गया था । कुछ भिखारी लड़कों को कूड़ेदान में एक डिब्बा मिला था जिसमें धातु की कुछ वस्तुयें थी । इसे वे प्लेटफार्म पर ले आये । जब जिज्ञासा के कारण वे उसे तोड़ने की कोशिश करने लगे, तो एक धमाका हुआ जिससे वे घायल हो गये ।

(ख) आठ व्यक्ति (सभी भिखारी) घायल हुए थे जिनमें एक वयस्क और सात बच्चे थे ।

(ग) यह विस्फोट संयोगवश हुआ था जिसमें कोई उद्देश्य निहित नहीं था ।

गत पांच महीनों के दौरान तोड़फोड़ की गतिविधियों के कारण मध्य रेलवे में हुई दुर्घटनाएं

2281. **श्री हुकम चन्द कछवाय** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत पांच महीनों के दौरान तोड़-फोड़ की गतिविधियों के कारण मध्य रेलवे में कितनी दुर्घटनायें हुई हैं; और

(ख) ऐसी गतिविधियों को रोकने के लिए सरकार की क्या भावी योजना है ?

रेल मंत्रालय में उपमंत्री(श्री मुहम्मद शफी कुरेशी) : (क) 1-6-1973 से 31-10-73 की अवधि में मध्य रेलवे में ऐसी कोई दुर्घटना नहीं हुई ।

(ख) ऐसी गतिविधियों को रोकने के लिए निम्नलिखित उपाय किये गये / किये जा रहे हैं :—

राज्य सरकार द्वारा :—

(i) विशेषतया भेद्य खण्डों में रेल की पटरियों पर गश्त लगाना ।

(ii) रेल की पटरी के निकटवर्ती स्थानों पर रहने वाले ग्रामीणों में शिक्षात्मक प्रचार करना ।

(iii) जहां ग्राम रक्षा समितियां हैं, उनकी सहायता लेना ।

(iv) समाज विरोधी तत्वों की विनाशक गतिविधियों के सम्बन्ध में समय पर सूचना देने वाले व्यक्तियों को इनाम देना ।

(v) ऐसी गतिविधियों में लिप्त शरारती, असन्तुष्ट और समाज-विरोधी तत्वों के बारे में आसूचना इकट्ठी करना ।

(vi) जहां सम्भव हो, भारतीय दण्ड संहिता और भारतीय रेल अधिनियम के अधीन मुकदमे चलाकर अपराधियों को दण्ड दिलाना ।

रेलों द्वारा :—

(i) रेलवे सुरक्षा दल आसूचना इकट्ठी करके और उसका पुलिस के साथ आदान-प्रदान करके अपराधियों का पता लगाने, उन्हें पकड़ने और उन पर मुकदमा चलाने में राज्य पुलिस की सहायता करता है ।

(ii) रेलवे सुरक्षा दल द्वारा रखे गये कुत्ता दस्तों को, जहां संभव हो, अपराधियों को पकड़ने के लिए उपयोग में लाया जाता है ।

(iii) सन्दिग्ध व्यक्तियों, विशेषकर लोहारों, रद्दी सामान का व्यापार करने वालों, अन्य कुख्यात अपराधियों तथा समाज विरोधी तत्वों पर कड़ी निगरानी रखी जाती है ।

(iv) विभिन्न स्तरों पर आवधिक बैठकें करके और सूचना का आदान-प्रदान करके राज्य पुलिस के साथ निकट सहयोग और समन्वय बनाये रखा जाता है ।

(v) इंजीनियरी और रेल-पथ कर्मचारियों को हिदायत है कि वे रेल पथ के निकट रेलवे के खले सामानों या औजारों का ढेर न लगायें ।

(vi) उन मामलों में, जहां रेल कर्मचारियों की गलती के कारण रेल पटरी से छेड़-छाड़ सुविधाजनक हो जाती है, निवारक दण्ड दिया जाता है ।

(vii) रेल पथ पर नियुक्त श्रमिकों के पूर्ववृत्त की जांच पड़ताल की जाती है ।

पूर्व रेलवे में जंजीर खींचने की घटनायें

2282. **श्री हुकम चन्द कछवाय** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्व रेलवे में गत पांच महीनों में जंजीर खींचने की कितनी घटनायें हुई; और

(ख) इन घटनाओं को रोकने के लिए सरकार का क्या कदम उठाने का विचार है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) (क) मई से सितम्बर, 1973 तक, पांच महीनों की अवधि में खतरे की जंजीर खींचे जाने की 10,591 घटनाएं पंजीकृत की गई हैं ।

(ख) इस बुराई की रोकथाम के लिए रेल प्रशासन द्वारा किये गये प्रमुख उपाय नीचे दिये गये हैं :

(1) तीसरे दर्जे के डिब्बों में सादे पोशाक वाले चल टिकट परीक्षकों और रेलवे सुरक्षा दल के कर्मचारियों को तैनात करना ।

(2) खतरे की जंजीर खींचने की रोकथाम करने वाले दस्तों, जिनमें चल टिकट परीक्षक और रेलवे सुरक्षा दल के कार्मिक रहते हैं, द्वारा आकस्मिक जांच करना ;

(3) रेल सुरक्षा दल के कर्मचारियों के सहयोग से टिकट जांच कर्मचारियों द्वारा विशेष रूप से घात लगा कर पकड़ने की व्यवस्था ;

(4) समाचार पत्रों, इश्तहारों, सिनेमा स्लाइडों आदि के जरिए और महत्वपूर्ण स्टेशनों पर लगे लाउडस्पीकरों द्वारा शिक्षाप्रद अभियान चलाना ;

(5) वरिष्ठ रेल अधिकारियों द्वारा शिक्षण संस्थानों में व्याख्यान दिलाकर खतरे की जंजीर खींचने की बुराई के बारे में विद्यार्थियों में चेतना पैदा करना ;

(6) खतरे की जंजीर खींचने वालों को पकड़ने वाले व्यक्तियों को इनाम देना; और

(7) जिन गाड़ियों में खतरे की जंजीर बहुत ज्यादा खींची जाती है, उनमें खतरे की जंजीर के उपकरणों को निष्क्रिय कर देना ।

गत पांच महीनों के दौरान पूर्वी रेलवे पर हुई दुर्घटनायें

2283. **श्री हुकम चन्द कछवाय** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत पांच महीनों के दौरान पूर्वी रेलवे में कुल कितनी दुर्घटनायें हुई ;

(ख) इनके परिणामस्वरूप रेलवे को कितनी हानि उठानी पड़ी ;

(ग) घायल तथा मृत व्यक्तियों की संख्या क्या है ; और

(घ) मृत व्यक्तियों के परिवारों को मुआवजे के रूप में दी गई राशि का ब्योरा क्या है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) पूर्व रेलवे पर 1-6-1973 से 31-10-73 तक की अवधि में गाड़ियों की टक्कर, पटरी से उतरने, समपार की दुर्घटनाओं और गाड़ियों में आग लगने की कोटियों में 29 दुर्घटनाएं हुई ।

(ख) रेल सम्पत्ति को हुई क्षति का अनुमान लगभग 46,72,000 रुपये लगाया गया है ।

(ग) इन दुर्घटनाओं में 24 व्यक्तियों की मृत्यु हुई और 91 घायल हुए ।

(घ) अभी तक घायल व्यक्तियों में से किसी को अथवा मृत व्यक्तियों के बध उत्तराधिकारियों को कोई मुआवजा नहीं दिया गया है ।

विधि, न्याय और कम्पनी कार्य मंत्रालय के कर्मचारियों को अदा किये गये समयोपरि भत्ते की राशि

2284. **श्री हुकम चन्द कछवाय** : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विधि, न्याय और कम्पनी कार्य मंत्रालय में कार्य करने वाले कर्मचारियों के समयोपरि भत्ते की राशि में 1970-71 और 1971-72 की तुलना में 1972-73 में काफी वृद्धि हुई है ;

(ख) यदि नहीं, तो उपरोक्त वित्तीय वर्षों में समयोपरि भत्ते पर वर्ष-वार कितनी राशि व्यय हुई ;

(ग) क्या सरकार का विचार वित्तीय संकट को देखते हुए 1973-74 के वित्तीय वर्ष में दिये जाने वाले समयोपरि भत्ते की अनुमानित राशि में कटौती करने का है; और

(घ) इस सम्बन्ध में सरकार की भावी नीति और योजना क्या है ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री एच० आर० गोखले) :(क) जी हां।

(ख) प्रश्न ही नहीं उठता : तथापि तीन वित्तीय वर्षों की बाबत सम्बद्ध आंकड़े यथा निम्नलिखित है :—

	रु०
1970–71	2,76,127.00
1971–72	2,94,973.35
1972–73	3,45,332.39

(ग) और (घ). लोक सेवा की प्रत्यावश्यकता के अनुरूप, चालू वित्तीय वर्ष के दौरान इस लेखा पर व्यय में कटौती करने के लिए प्रयास किए जा रहे है और ऐसे प्रयास आगामी वर्षों के दौरान भी किए जाते रहेंगे।

Creation of Additional Posts (Ministerial) in D. S. Office, Danapur for implementing Third Pay Commission Recommendations

2285. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether to augment the strength of clerks in personnel Branch of D. S. Office, Danapur, the Divisional authorities have put up proposals to Headquarters at Calcutta for creation of additional posts during the last one year and if so, how many posts were asked for and the number of posts sanctioned by the Railway Administration;

(b) the number of vacancies of clerical posts which occurred in 1971-72, 1972-73 and which may occur in 1973-74 and the number of posts filled in, year-wise; and

(c) the number of Ministerial posts created for implementation of the recommendation of the Third Pay Commission?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) A proposal for creation of 151 clerical posts in the Personnel Branch of Danapur Division has been received and is under consideration.

(b) One vacancy occurred in 1971-72 and eleven in 1973-74. All vacancies have been filled up.

(c) One post of Office Superintendent in grade Rs. 350—475(AS) has been created in Danapur Division. Other non-gazetted posts will be created as and when required.

Re-distribution of Posts of Ministerial Staff consequent upon upgradation

2286. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had stated that the whole question of pay scales and service conditions of Railway employees was under consideration of the Third Pay Commission and the question of increase in percentage of promotional quotas of ministerial staff had to await the recommendation of the Third Pay Commission;

(b) whether even before the receipt of recommendation of the Third Pay Commission, the pay scales of certain categories were revised/upgraded by Government;

(c) whether the recommendation of the Third Pay Commission have been received and Government have taken certain decisions regarding percentage of upgradation; and

(d) if so, the redistribution of posts of Ministerial staff in different grades indicating the percentages?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI). (a) Yes.

(b) Yes.

(c) and (d). The Third Pay Commission have not made any recommendations regarding percentage distribution of posts in different categories of railway employees, but have only urged the Railway Board to undertake a 'comprehensive review'. This will of course be done in due course.

Increase in quota for berths for Patna Junction in 11-UP Express Train

2287. SHRI RAMAVATAR SHASTRI:
SHRI BHOLA MANJHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a quota of three berths in three-tier in 11—UP Express ex-Patna Junction to Delhi;

(b) whether many passengers are refused reservation in 3-tier ex-Patna Junction to Delhi in 11—UP due to the non-availability of seats;

(c) if so, whether the quota of Patna Junction in 11—UP in 3-Tier is being increased and if so, by how much and the date from which it will be implemented; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There is a quota of five third class three-tier sleeper berths for Patna Junction Station by 11 UP Howrah-Delhi Express.

(b) Demand for three-tier sleeper berths at Patna Junction in this train is mostly complied with.

(c) The quota of three-tier sleeper berths for Patna Junction by 11—UP Howrah-Delhi Express was increased from three berths to five berths with effect from 2-10-1972.

There is no scope at present for any further increase in the quota as this would lead to curtailment of the quotas allotted to other stations which are fully utilised.

Amount debited to Goods Clerks of Mughalsarai Station for shortages noticed at Destination

2288. SHRI RAMAVATAR SHASTRI:
SHRI BHOLA MANJHI:

Will the Miniser of RAILWAYS be pleased to state:

(a) whether huge amount is being debited during the last three years to the Goods Clerks working at Mughalsarai Station of Eastern Railway for the shortage noticed at destination from the sealed goods wagons;

(b) if so, the names of the individual Goods Clerks and the amount debited against them from 1969 to 1972 for the reasons referred to in part (a) above;

(c) whether similar debits are also being raised on other Indian Railways and if so, the broad outlines thereof; and

(d) if not, the reasons for the discrimination between the Goods Clerks of Eastern Railway and other Indian Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No. In cases where responsibility of the staff for loss of goods is fixed, small amounts are recovered from the staff as corrective measure which is termed as minor penalty under the Railway Servants Discipline and Appeal Rules.

(b) The names of the staff held responsible and recoveries made from them during the years 1969, 1970, 1971 and 1972 are given in the statement laid on the Table of the House. [*Placed in Library. See* No. LT-5816/73].

(c) Yes. On the other Zonal Railways also, in cases where staff are found responsible for shortage of goods, they are taken up under the Railway Servants Discipline and Appeal Rules and similar recoveries are also made under the rules, depending on the merits of the case.

(d) Does not arise.

Investment made and Profits earned by Foriegn Drug Companies

2289. SHRI N. K. SANGHI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the total investment made by the foreign drug manufacturing companies and the public sector units in

India during the last three years, year-wise for each category;

(b) the profit earned by each category for the same period;

(c) whether the foreign drug companies are investing only 6 per cent of their profits for research purposes and investing nearly 50 per cent of the income for pushing up sale of their products which are often same but sold under different company names;

(d) if so, whether Government have considered the desirability of persuading the foreign companies to use generic names of drugs and divert a great part of their profit for the research purposes and giving price relief to the consumer; and

(e) if so, the outlines of the steps taken and the results obtained?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Information in regard to the total investment made and the profits earned by the foreign drug manufacturing companies during the last three years year-wise is being collected and will be placed on the Table of the House. Information in regard to public sector undertakings is attached.

(c) Information is being collected and will be laid on the Table of the House.

(d) and (e): The formulations sold under pharmacopoeial names are exempt from excise duty. Under the Alternative Scheme in the Drugs (Prices Control) Order 1970, profits in excess of 15 per cent on sales turnover are required to be funded separately and can be utilised by the company only after prior approval of the Central Government for purposes such as research and development etc. The implication of the brand names (including those of foreign firms) and of abolishing them are under examination.

Statement

Name of the Public Sector Unit	Investment				Profit Loss (+) (—)		
	As on 1-4-70	1970-71	1971-72	1972-73	1970-71	1971-72	1972-73
Indian Drugs and Pharmaceuticals Ltd.	2425.00	170.00	155.00	620.00	(—)799·24 (after providing for depreciation and interest)	(—)486·96	(—)369·95
Hindustan Antibiotics Ltd.	247.26	Nil	Nil	Nil	(+)12·47 (profit after taxes)	(+)12·71	(+)5·83

Amount allocated for passenger amenities during Fifth Plan

2291. SHRI R. N. BARMAN:
SHRI D. P. JADEJA:

Will the Minister of RAILWAYS be pleased to state:

(a) the total amount allocated during the Fifth Plan for passenger amenities; and

(b) how much will be spent for the backward areas of West Bengal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) An amount of Rs. 20 crores has provisionally been provided for Passengers amenities during the Fifth Five Year Plan.

(b) The development of Railways is not undertaken on State-wise or Region-wise basis. Works are taken up on the basis of traffic and operational needs of the area.

News-item captioned '80 Train Robberies'

2292. SHRI NAWAL KISHORE SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of Government has been drawn towards a news-item appearing in the 'Indian Express' dated the 9th October, 1973 under the caption '80 train robberies'; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The incidence of crimes on the Railways has not shown an upward trend during the period January and June, 1973. However, during this period the incidence of murder, robbery and dacoity showed some increase on the Eastern Railway. The incidence of such crimes on the Northern and North-Eastern Railways has shown some decrease during this period. The State Governments concerned are taking adequate interest in tackling crimes on Railways. The following preventive measures are being taken to prevent such crimes on Railways:—

(1) Important night passenger trains are being escorted by armed police.

(2) Regular beat duties by Government Railway Police staff are arranged to keep surveillance over known criminals and bad characters.

(3) Plain clothed Police-men are deployed to collect information and to watch the activities of criminals.

(4) In the West Bengal area of the Eastern, South-Eastern and North-east Frontier Railways, a system of haunting patrols has been introduced. Action is also under way to form resistance groups to tackle such crimes on Railways.

(5) A working group consisting of senior officers of State/Central Government (including Railways) has been formed to thoroughly examine the position and to suggest measures for effectively tackling the problem of crimes on Railways. This group has unanimously agreed that there is an urgent need to augment the strength of Government Railway Police. The State Governments, however, expressed their inability to meet this additional expenditure and desired that the Central Government should bear the cost of expenditure on this augmentation by giving grants-in-aid. Accordingly a memorandum was submitted to the Finance Commission.

Proposal for Expansion of Mangalore Chemicals and Fertilizers

2293. SHRI A. K. KOTRASHETTI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether Mangalore Chemicals and Fertilizers in Karnatak have applied for expansion of their capacity,

(b) whether Government have agreed to their proposal for expansion; and

(c) the steps Government have taken to see that more Kannada-knowing persons are employed in this concern?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir.

(b) It is the intention of Government to support such expansions, subject to availability of resources and other relevant factors.

(c) This is a matter which is within the purview of the company.

Assistance to Kalinadi Hydro-Electric Project

2294. SHRI A. K. KOTRASHETTI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Central assistance to Kalinadi Hydro-Electric Project is subject to any condition regarding sharing of power with Tamil Nadu and Kerala; and

(b) if so, what are those conditions?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The Central Government have agreed to make available additional Central assistance, as non-plan assistance, for the Kalinadi H.E. Project—Phase I during the last two years of the Fourth Plan period only. The Central assistance is not subject to any condition regarding sharing of power with Tamil Nadu and Kerala.

Settlement of Agitation by Workers of Koyali Refinery

2295. SHRI PRABHUDAS PATEL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Chief Minister of Gujarat has sought his intervention to settle the agitation by workers of the Koyali Refinery;

(b) if so, whether the Chief Minister has submitted to him a compromising formula for settlement; and

(c) the steps taken by both the Governments to settle the issue?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). The Minister of Petroleum and Chemicals had sought the intervention of Chief Minister of Gujarat to settle the agitation by the workers of Koyali Refinery on the bonus issue. The Chief Minister wanted the bonus issue to be settled quickly.

(c) The bonus issue has been settled and an agreement to this effect has been signed between the IOC management and the workers union on 5th November, 1973.

Setting up of Super-thermal Plant in Madhya Pradesh

2296. SHRI PRABHUDAS PATEL
SHRI P. M. MEHTA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have decided to set up a big super-thermal plant near Korba in Madhya Pradesh during the Fifth Five Year Plan;

(b) if so, the main features thereof and

(c) whether this plant would supply electricity to the areas in Gujarat State also and the total cost involved?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). Madhya Pradesh have proposed to set up a large thermal power station at Korba with an ultimate capacity of 1800/2000 MW. Initially, two units of 200 MW each are proposed to be installed during the Fifth Plan period at an estimated cost of Rs. 80.15 crores. The proposal is under examination.

(c) No power is envisaged to be supplied to Gujarat from Korba as the distance involved is very considerable.

World Water Congress held in U.S.A

2297. SHRI JAGANNATH MISHRA
SHRI SUKHDEO PRASAD VERMA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether India participated in the World Water Congress held in USA in September 1973; and

(b) if so, the discussions held and the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). India participated

in the First World Congress on Water Resources organised by the International Water Resources Asociation. U.S.A. The Congress focussed attention on the importance and problems of water in the present day human environment. Various technical sessions were held to explore the possibilities of international co-operation and coordination in the development of water resources, assess scientific and technological knowledge available and review the steps taken by various countries in the planning and management of water resources. Special sessions were held on thermal pollution, water pollution and systems analysis.

Supply of power to Delhi from Bhakra

2298 SHRI JAGANNATH MISHRA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether it is a fact that supply of power to Delhi from Bhakra has been reduced;

(b) if so, the reasons therefor and the extent to which the cut has been imposed; and

(c) how the deficit in Power availability in Delhi is proposed to be met?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). With the depletion of the Bhakra Reservoir, the offtake of power is regulated in a manner so that irrigation and power are ensured till the end of the season. The power generation in Delhi, together with the power supply received from Bhakra is adequate to met the demand of power in Delhi.

Increasing of covered areas at important Railway Stations in Kerala

2300. SHRI C. K. CHANDRAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the fact that the roofs of most of the Railway Stations in Kerala cover a very little area and are inadequate for the excessive monsoon in that region;

(b) whether any step has been taken or proposed to be taken to provide more covered areas at platforms at important Railway stations in Kerala;

(c) if so, the outlines thereof; and

(d) the plans for the future in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The Government is aware that at certain Railway stations in Kerala State, the covered accommodation for passengers is inadequate and needs augmentation. Such works are taken up in consultation with the Railway Users' Amenities Committee subject to relative requirements and availability of funds.

(c) and (d). Cover-over-platforms are in progress/programmed at the following stations in Kerala State:—

Sl. No.	Name of stations	Approximate cost (in thousands)
1.	Calicut	29
2.	Chengannur	25
3.	Punalur (Provision of additional cover and improvemints to station)	74
4.	Chemancheri	14
5.	Cannanore	18
6.	Tirur	25
7.	Olavakkot	26
8.	Tellicherry	21
9	Kottayam	30

Construction of Mannanthody Hydro Electric Project at river Valad in Kerala

2301. SHRI C. K. CHANDRAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Kerala Government have submitted a scheme called "Mannanthody Hydro Electric Project" to be constructed at river Valad, a tributary of Kabini, and sought the sanction of the Centre; and

(b) if so, the main features of the scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) Yes, Sir. An advance project report on the Mannanthody scheme has been received from the Government of Kerala.

(b) The main features of the scheme are:—

(i) creation of a reservoir of a gross capacity of 327 mcum by construction of a 36.27 metres high dam across the Mannanthody river, a tributary of Kabini river in the Cauvery basin;

(ii) a 1585 meters long tunnel to divert the waters from the Mannanthody reservoir to the adjacent Valappattmam basin; and

(iii) a power station with an installed capacity of 4 units of 50 MW each designed for operation at an average gross head of 603.5 m.

The project report is under examination

Construction of Kabini Project in Karnataka

2302. SHRI C. K. CHANDRAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question No. 1286 on the 31st July, 1973 regarding construction of Kabini Project in Mysore and state:

(a) whether Government have studied the report submitted by the District Collector at Cannanore mentioned in parts (a) and (b) of the answer;

(b) if so, the decision of Government on that report; and

(c) the steps taken by Government to provide immediate relief to those whose land and properties have submerged in water due to the construction of Kabini Project?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). The Government of Kerala had appointed a fact finding Committee under the chairmanship of the District Collector, Cannanore. In the absence of any authentic data on backwater levels within the State, the Committee made only very approximate assessments of the submergence area and the property to be affected. Recently, the Governments of Karnataka and Kerala have agreed to discuss the question of submergence and arrive at an amicable decision. The Government of Karnataka have also furnished certain data in support of the backwater computation of the Kabini reservoir, and further correspondence is going on between the Chief Engineers of the two States on the basis of data supplied regarding the actual level of submergence due to backwater. A final decision has not been taken so far.

The Government of Kerala have further reported that, as soon as the correct extent of submergence within Kerala is decided, further action would be taken to discuss the matter with the Government of Karnataka and to provide relief to the people in the area likely to be affected.

बारामुरा (त्रिपुरा) में गैस की खोज

2303. **श्री ज्ञानेश्वर प्रसाद यादव :**
श्री दीनेन भट्टाचार्य

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बारामुरा (त्रिपुरा) में गैस

के विशालतम भंडार मिलने का अनुमान है ; और

(ख) यदि हां, तो सरकार इस गैस का उपयोग कब से करेगी ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) और (ख). अब तक किये गये सर्वेक्षणों के परिणामस्वरूप, त्रिपुरा में कई अनुकूल संरचनाओं का पता लगाया गया है । इस में कितना तेल/गैस है: इस के बारे में तभी जाना जा सकेगा जब गहरे व्यधन से इन का परीक्षण हो जाएगा । इन में से एक संरचना अर्थात बारामुरा में जहां अभी कार्य किया जा रहा है, में तेल तथा प्राकृतिक गैस आयोग ने व्यधन कार्य शुरू कर दिया है।

बारामुरा कुंआ न० 1 में, लगभग 1960 मीटरों की गहराई पर व्यधन करते समय, वैल-कविंग्ज और कोर में एक हाइड्रो-कार्बन चिह्न देखा गया था । ए० ओ० पी० होल ड्रिल-स्टेम परीक्षण किया गया था जिस से स्पष्ट था कि रेत का यह मध्यवर्ती स्थान (सैण्ड-इंटरवल) गैस-युक्त था । इस कुंए में 4500 मीटरों की गहराई के लक्ष्य तक व्यधन हो जाने के बाद इस की वास्तविक संभाव्यता का निर्धारण किया जायेगा । इस संरचना में विद्यमान भंडारों के बारे में इतना समय पहले पूर्वानुमान अथवा उनके समुपयोजन की योजना नहीं बनाई जा सकती ।

Subarna Rekha Project in North Orissa

2304. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government are considering for immediate taking up of Subarna Rekha Project for North Orissa;

(b) when the construction of dam at Chandil will be taken up and whether the dramage and dredging of lower Subarna Rekha region will be taken up this year as an average precautionary measure; and

(c) whether the three States have agreed to the project?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). The Subarna Rekha Committee consisting of Member (Flood) Central Water and Power Commission as Convener and Chief Engineers of Bihar, Orissa and West Bengal as members constituted by the Ministry of Irrigation and Power in August, 1972 for studying the proposals for flood control in the Subarna Rekha, basin, formulated by the State Governments, and finalising the comprehensive plan, have unanimously recommended the following in their report submitted in August, 1973:

1. Provision of flood control storage in the dam at Chandil included in the Subarna Rekha Multipurpose project formulated by the Bihar Government, the exact storage for flood moderation being decided at the time of clearance of the Bihar Project. The construction of this dam should be taken up on a priority basis.
2. Construction of embankments lower down in West Bengal and Orissa, for the protection of areas affected by floods.
3. Implementation of drainage schemes on the Khaljori and Chactai Nallas in Orissa on a priority basis.
4. Examination of the feasibility of improvement of the river in the lower reaches by constructing straight cuts to the sea.
5. The allocation of cost of flood storage to be provided in the dam at Chandil to be settled between the three State Governments according to the general principles of allocation applicable to multipurpose projects.

The report was forwarded to the State Governments of Bihar, Orissa

and West Bengal in September, 1973 for initiating action on the recommendations.

The works to be planned and implemented by the Orissa Government are the construction of embankments in their territory, drainage schemes and river improvement. The State Government of Orissa have been requested to formulate the proposals for the works taking into account the recommendations of the Committee. The schemes are yet to be received at the Centre for scrutiny and processing for approval of the Planning Commission for inclusion in the Plan.

The report on the Subarna Rekha Project, which includes the dam at Chandil, prepared earlier by the Bihar Government, is under scrutiny in the Central Water & Power Commission.

Late running of trains on the S.E. Railway due to smuggling

2305. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the fact that the late running of trains in South Eastern Railway is due to smuggling of rice by hoarders and other smugglers availing of passenger and express trains:

(b) what action Government propose to take in this regard:

(c) whether the system of armed guards in trains is still in vogue in South Eastern Railways; and

(d) if not, why?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Drives are being conducted by Commercial Department in conjunction with Government Railway Police and Railway Protection Force.

(c) Yes, on night trains.

(d) Does not arise.

Prior Knowledge of Petrol Price Rise

2306. SHRI SARJOO PANDEY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the people in Delhi came to know about the price rise in petrol prior to the Ordinance was issued;

(b) whether maximum gallons of petrol were purchased by the consumers on the day of issue of the Ordinance; and

(c) if so, the quantity sold by Indian Oil pumps?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) No, Sir. The information was released to the press in the evening on 2nd November, 1973 after the President assented to the Ordinance and the same was released for publication.

(b) and (c). Government has no information, but the same is being obtained and will be laid on the Table of the House.

Broadening of subways in Howrah-Bandel Section of Eastern Railway

2307. SHRI DINEN BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Administration is considering any proposal for broadening the subways, especially in the congested areas of Howrah-Bandel Section in the Eastern Railway; and

(b) if so, the salient features of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). No. However, the Eastern Railway has received representations for widening of the existing subway/road under-bridge at KONNAGAR. The Konnagar Municipality and State Government have been advised that the

work can be taken up at their cost as per extant rules. The State Government's acceptance to bear the cost is awaited. The cost of widening the subway from 8 ft. to 12 ft. is estimated at Rs. 5 lakhs approx.

Generation of Power by Durgapur Thermal Plant

2308. SHRI DINEN BHATTACHARYYA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Durgapur Thermal Plant is not in a position to generate installed capacity of Power due to non-supply of required quality of coal;

(b) whether as a result of the generation of Power below the capacity, the Durgapur Steel Plant is not getting required quality as well as quantity of Power and thereby causing fall in production; and

(c) if so, what is the remedy suggested?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) Non-availability of required quality of coal is one of the contributory factors for low generation at Durgapur thermal plant.

(b) The level of generation of D.V.C system in the recent weeks was not adequate to meet the system demand, including the loads outside the valley. Restrictions had, therefore, to be imposed on the demand of the industrial consumers including the Durgapur Steel Plant.

(c) Every effort is being made to maximise the level of generation so that the industrial consumers receive their requirements in full. A programme of rehabilitation of the 2 units of 75 MW each at Durgapur has been taken up. There has been an improvement in the level of DVC generation over the last four days which has enabled power supply to all the consumers in full. Every effort is being made to maintain this level. With the Chandrapura IV Unit going into commercial generation in the next few months, the position is expected to improve further.

Joint venture offer by foreign oil companies

2309. SHRI DINEN BHATTACHARYYA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any decision on a joint venture offer by the foreign oil companies in India has since been taken by Government; and

(b) if so what are the terms of participation?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Not yet, Sir.

(b) Does not arise in view of (a) above.

Pension Terms granted to Managing Director of New India Assurance Company

2310. SHRI MADHU LIMAYE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the basis on which the Company Law Advisory Commission gave its approval to the pension terms granted to the Managing Director of New India Assurance Company in 1965;

(b) what are the revised guidelines on perquisities like privilege leave and sick leave formulated by the Company Affairs Department; and

(c) whether any revision is contemplated in the light of Governments commitment to socialist principles?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) The payment of the pension to the Managing Director

of the company which was approved in 1965 on the advice of the then Company Law Advisory Commission and in consultation with the Controller of Insurance was approved on the consideration that consequent upon the grant of pension he would cease to enjoy the benefit of (a) contribution to the staff provident fund, (b) bonus and (c) company's gratuity. The company represented that the total amount of the benefit by way of bonus, provident fund and gratuity would have been higher per year than the pension payable to him per year to the extent of nearly Rs. 7,000/-.

(b) and (c). The guidelines were last revised only in August, 1972, and a copy of revised guidelines was laid on the Table of House on 1st September, 1972 in reply to Unstarred Question 4332 by Shri Sukhdeo Prasad Verma [*Placed in Library. See* No. LT-5817/73.]

Expansion of Projects of I.C.I.

2311. DR. RANEN SEN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the I.C.I. has made a survey to expand their projects;

(b) if so, the main features thereof; and

(c) whether Government has agreed in the scheme of I.C.I.?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). The details of the proposals received from the I.C.I. and M/s. Alkali and Chemicals Corporation of India Ltd., in which I.C.I. of U.K. and I.C.I. (India) are majority share-holders and the decision of the Government thereon are indicated below:—

(i) Manufacture of Rubber Chemicals—The company has a programme for expanding their production capacity from 2770 tonnes to 6000 tonnes per annum. The proposal has been approved by the Government. However, issue of an industrial license is still pending.

(ii) Nitro-cellulose—The company has a proposal to manufacture Nitrocellulose, as a new article, which is used for the manufacture of industrial explosives which the firm is already manufacturing. The production of Nitro-cellulose will be for their own consumption and is not intended for the public.

(iii) M/s. Alkali and Chemicals Corporation of India Ltd., have been issued a letter of intent on 28-5-1969 for the establishment of a new undertaking for the manufacture of the following drugs in Tamil Nadu:

Primidine	45cc kg. p. a.
Propranolol	1000 kg. p. a.
Clofibrate	10000 kg. p. a.
Halothane	10000 Litres
Tetramisole	10000 kg. p. a.
Cetrimide	50000 kg. p. a.
Chlorhelidine	3500 kg. p. a.
Hexachloroethane	35000 kg. p.a.
Teimesol	15.0 kg. p. a.
Formulations	

The terms of collaboration have been approved and the industrial licence will be issued after all the formalities are completed.

This company has also been granted a letter of intent on 20th December, 1971 for the manufacture of 2500 K. L. per annum of a new article *viz.* Bipyridilium herbicides at Madras.

However, the proposal of this company for a licence for the integrated project for the manufacture of Aniline 6000 tonnes, Nitro-benzene 9000 tonnes, Nitric Acid 6000 tonnes, hydrogen 600 tonnes per annum in the State of West Bengal, has been rejected.

Delay in Commissioning of the Caprolactam Plant of I.P.C.

2312. SHRI FATESINGHRAO GAEKWAD: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that the caprolactam plant of the Indian Petrochemicals Corporation, which was to be commissioned in August 1973 is likely to be delayed by 6 to 8 months;

(b) if so, the main reasons therefor;

(c) whether Government are aware that the projects in private sector dependent on caprolactam plant of the IPCL will have to depend on imports of raw materials; and

(d) the extent of import of raw material on this account?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) The Government is aware that the caprolactam plant of Gujarat State Fertilizer Company has been delayed by aproximately 8 months.

(b) This slippage in schedule has mainly been caused by delays in equipment and materials delivery.

(c) Yes, Sir.

(d) In the current financial year so far 7,800 tonnes of caprolactam have been imported by the State Trading Corporation.

Import of Kerosene Oil

2313. SHRI FATESINGHRAO GAEKWAD: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have got any proposal to import kerosene from the Soviet Union;

(b) the names of the other countries from which Government propose to import kerosene during the current year.

(c) the total requirement thereof during the current year; and

(d) the total indigenous production estimated during the year?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes. Sir.

(b) Besides, USSR, a contract also exists with Kuwait National Petroleum Corporation for the import of Kerosene.

(c) and (d). Against total requirement of 10.3 million tonnes of Middle Distillates, which include Kerosene Oil, Diesel Oils etc., the indigenous production is expected to be of the order of 9.25 million tonnes. It is not in the public interest to disclose product-wise production and demand details.

Setting up of Power Houses in Eastern Region

2314. SHRI FATESINGHRAO GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have set up any high powered Technical Committee to suggest to the Railways two or three points in the Eastern Region for setting up power houses of 110 MW;

(b) if so, the broad features thereto; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Taking into consideration the serious shortage of power supply in the Eastern Region the Technical Committee has recommended that additional power houses may be constructed by the Railways at 2 or 3 points along their electrified section and run them

interconnected with State Electricity Board's net work for economical operation.

(c) Does not arise.

Cases Referred to Law Commission for its Opinion by Government

2315. SHRI V. MAYAVAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a large number of cases referred for opinion by Government are still pending with the Law Commission;

(b) if so, the number thereof; and

(c) what steps are being taken to expedite them?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) to (c). No. Sir. Government is not referring any "cases" for the "opinion" of the Commission. However, revision of particular laws is one of the functions of the Commission and references are made by the Government from time to time, for revision of the law on particular subjects. The Government has recently made four references and the Commission has already prepared tentative proposals on the subjects. Hence the question of taking steps to expedite the same do not arise.

Orders received by FACT Engineering and Design Organisation

2316. SHRI VAYALAR RAVI:
SHRI RAMACHANDRAN KADANNAPALLI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number and particulars of orders secured by the FACT Engineering and Design Organisation since 1970;

(b) how many of these orders have been completed or are expected to be completed within the contractually obliged time-schedule; and

(c) the particulars of cases where the FEDC has been contractually obliged to pay penalties for delay in completion of work and the amount thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a). Value of the orders (in terms of amounts payable to FACT Engineering and Design Organisation) received during 1970 and thereafter is given below:—

	Rs
1970	2,62,000
1971	58,74,000
1972	6,84,000
1973 (upto Oct.)	4,00,000

(b) All except the acid-*cum*-fertilizer project for Hindustan Coppers Ltd. at Khetri four contracts valued at Rs. 1,14,400 taken on in 1972 and two contracts valued at Rs. four lakhs taken on in 1973 have been completed.

(c) In the contracts which FEDC have taken over since 1970, there has so far been no occasion for payment of penalty for delay in project completion.

Decision to provide Lunch and Dinner Packets to Railway Passengers

2317. SHRI S. N. MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have since taken any final decision to provide lunch and dinner packets to the Railway passengers; and

(b) if so, when this scheme will be given effect to?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). No proposal regarding introduction

of lunch and dinner packets is under consideration. However low priced packed meals costing Re. 1/- consisting of six poories, vegetable, pickle and one sweet have been introduced at certain selected stations.

Scheme to produce more Railway Engines during Fifth Plan period

2318. SHRI S. N. MISRA:
SHRI HARI KISHORE SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway have formulated any scheme to produce more Railway engines during the Fifth Plan;

(b) if so, the number of Locomotives, Diesel and Electric engines likely to be produced during that period; and

(c) the funds made available for the purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) It is proposed to produce about 1300 locomotives (including 400 electric locomotives and the balance 900 as diesels) during the 5th Plan period for the Railways. In addition the requirements of diesel shunting locomotives for use by the public sector undertakings would also be catered to.

(c) No separate allocation of funds for procurement of locomotives has been made. The total allotment for procurement of all types of rolling stock including wagons, coaches, locomotives etc. is tentatively proposed as Rs. 900 crores.

Shortage of Petrol in Delhi

2319. SHRI H. M. PATEL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there was an acute shortage of petrol in the Union Territory of Delhi recently;

(b) whether motorists were consequently subjected to a considerable harassment; and

(c) whether it was an actual shortage?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). There was a short supply of Motor Spirit in Delhi only with the retail outlets of the foreign oil companies for a very short period in September 1973. This arose due to heavy rains in the Gujarat region which affected the production in the refinery and also resulted in disruption of rail movement both from Koyali and Sabarmati which are the main sources of supply for Delhi area. This was a temporary shortage for a short period and the availability has since been adequate to meet the demand in full.

Concessions for Companies Manufacturing Fertilizers

2320. SHRI ARJUN SETHI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether to avoid shortages in fertilizers, Government are thinking to allow the private sector and foreign companies to grow in the core sectors;

(b) if so, whether the said companies have sought several concessions; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) As a core sector industry fertilizer programme admits of participation by the private sector including Larger Industrial Houses and Companies having foreign equity presentationsfro m the fertilizer investment is however, presently envisaged in our fertilizer programme and external assistance is limited to services and supplies not available in the country.

(b) and (c). There have been representation from the fertilizer industry and from prospective entrepreneurs about the incentives needed to improve the profitability of the industry. Government have not yet taken a decision in this regard.

कलकत्ता दिल्ली रेल लाइन का विद्युतीकरण

2322. **श्री जगन्नाथ राव जोशी** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि : कलकत्ता-दिल्ली रेल मार्ग के विद्युतीकरण का कार्य कब तक पूरा हो जायेगा ?

रेल मंत्रालय में उपमंत्री (श्री मोहम्मद शफी कुरेशी): हावड़ा-टुण्डला खण्ड का विद्युतीकरण पहले ही पूरा हो चुका है। आशा है, शेष भाग अर्थात् टुण्डला और दिल्ली के बीच का भाग भी मार्च 1976 तक विद्युतीकरण के अन्तर्गत आ जायेगा।

Number of cases pending in Supreme Court

2323. SHRI G. VISHWANATHAN: SHRI SEZHIYAN:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a large number of cases are pending in the Supreme Court; and

(b) if so, the total number of cases pending at present and the steps taken by Government to expedite the disposal thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). 12,060 cases were pending in the Supreme Court at the end of June 1973.

The file of pending matters is always under review of the Chief Justice of India. Special Benches to hear Criminal Appeals involving Capital Sentence cases, tax appeals, election appeals and labour appeals etc. are formed from time to time as and when the occasion requires and the arrears cleared as far as possible. Matters involving identical questions or arising out of the same subject matter, are grouped together and special efforts are made to see that such groups are disposed of early.

Further, the Supreme Court Rules were revised in the year 1966 and the job of printing the appeal record which was being done previously by the High Courts, was taken over by the Supreme Court with a view to speedy disposal of cases.

Progress made in Construction of Rail link between Kannyakumari and Trivandrum

2324. SHRI G. VISHWANATHAN: SHRI SEZHIYAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the progress work of the construction of rail link between Kannyakumari and Trivandrum;

(b) whether it is going to be completed according to the schedule; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Final Location Survey for the entire length from Tirunelveli to Trivandrum *via*

Nagercoil with a branch line to Kanyakumari has been completed. Land Acquisition proceedings are in progress. Meanwhile, the major portion of the land has been entered into by obtaining consent letters from the land owners. Contracts for earthwork and construction of bridges in 30 Reaches out of a total of 32 Reaches for the entire project have been awarded and earthwork and bridge works are in progress. For the remaining two reaches also, tenders for earthwork and bridges have been called for, received and are under consideration. 33 minor bridges have already been completed. Construction of 2 units type III and 16 units of type II staff quarters at Palayankottai has been completed. Construction of Staff quarters at other stations is in progress.

(b) No.

(c) The project was originally targetted to be completed by 1974-75 which will have to be postponed now to 1976-77 due to curtailments of funds and likely delay in the supply of rails.

Free time allowed to ACC and IISCO sidings in Delhi division

2325. SHRI RADEO SINGH: Will the Minister of RAILWAYS be pleased to refer the reply given to Unstarred Question No. 9627 on the 8th May, 1973 regarding detention of wagons of ACC and Indian Iron and Steel Co. at Sidings in Delhi Division and state:

(a) the names of Sidings where 20 hours free time is allowed in Delhi Division;

(b) whether free time has been enhanced at A.C.C. Sidings at Okhla Station Delhi Division to 20 hours;

(c) the amount of demurrage levied on A.C.C. Sidings at Okhla from April, 1973 to October, 1973 and the amount collected; and

(d) if nothing was collected the reasons therefor and the steps taken to collect it?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) 20 hours free time under pilot to pilot system of working is allowed only to A.C.C. Siding at Okhla on Delhi Division.

(b) Yes.

(c) The total demurrage that accrued from April, 1973 to October 1973 amounted to Rs. 12,175.50 of which Rs. 4,537.40 has been collected and the balance waived. The amount of demurrage originally raised in April to June 1973 was revised on the basis of enhanced free time with effect from 1st April, 1973.

(d) Since no amount is due, the question does not arise.

Goods Training Course for Assistant Station Masters on the Northern Railway

2326. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total number of ASMs not qualified in goods, Division-wise, on the Northern Railway;

(b) whether the General Manager, Northern Railway has decided the case of Goods Course for ASMs and ordered the Zonal Principal Training School, Chandausi for arranging classes for that; and

(c) if so, the reasons for such inordinate delay in arranging classes for ASMs?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The total number of Assistant Station Masters not qualified in Goods on the

Northern Railway, Division-wise is as under:—

Name of the Division	No of ASMs not qualified in goods
Jodhpur	156
Ferozepore	98
Bikaner	146
Allahabad	170
Delhi	194
Moradabad	317
Lucknow	383
TOTAL	1464

(b) Yes.

(c) Necessary instructions to introduce T-1 (Goods) course for Assistant Station Masters Grade Rs. 130—240(AS) who at the time of initial recruitment underwent an abridged training course of six months against the normal course of 9 months and qualified in Transportation. Coaching and Telegraphy were issued by the Railway Administration on 23-8-1973. The first course s scheduled to commence on 16-11-1973 at the Zonal Training School, Northern Railway, Chandausi. The course is being arranged with the least possible delay after issue of the instructions.

Selection of Assistant Stores Officers belonging to SC (Northern Railway)

2327. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of candidates selected Departmentally for the post of Assistant Store Officer during the past five years in the Northern Railway;

(b) how many of them were Scheduled Castes; and

(c) whether the result of one such selection was declared on 22nd October, 1973 in which no Scheduled Caste candidate was declared selected?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) 17.

(b) Nil.

(c) Yes.

Allotment of Non-pooled Accommodation to Staff of S & T Department in Delhi area (Northern Railway)

2328. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any provision on Indian Railways for allotment of non-pooled accommodation to staff;

(b) if so, the procedure for allotment of such accommodation;

(c) how much essential staff, category-wise of S & T Department is there in Delhi area *viz.*, Tughlakabad, Okhla, Hazrat Nizamuddin, Delhi Safdarjung, Tilak Bridge, New Delhi, Delhi Subzimandi, Delhi Kishanganj, Dayabasti and Shakurbasti and how many of them are allotted non-pooled accommodation; and

(d) what steps the Railway administration is taking to provide non-pooled accommodation to the rest of the essential staff of this Department?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Broadly speaking, non-pooled accommodation is allotted from relief to relief. In exceptional cases, however, where an outgoing incumbent is not in a position to vacate the quarter for his relief or has not vacated the same for specific reasons accepted by the administration, the incoming incumbent is allotted a quarter of practically of the same type, if lying vacant on a temporary basis. Such a quarter earmarked for the post is got vacated as soon as the proper quarter is made available.

(c) Information is given in the statement attached.

(d) Construction of new quarters for essential staff at any station is taken up on a programme basis according to availability of funds. There is acute shortage of funds under this plan head which affects the number of quarters being taken up for construction every year. The question of allotment of non-pooled quarters to essential staff can only be considered after adequate number of quarters are available.

Statement

Categories of Staff

Names of Stations	Inspectorial		Clerical staff of Inspectors		Maintenance		Other artisans		Class IV	
	Strength	No. Housed	Strength	No. Housed	Strength	No Housed	Strength	No. Housed	Strength	No Housed
1 Tughlakabad					12	3			16	
2 Okhla .					4	..	..		5	
3 Nizamuddin .	3	3	1		6	5	1		25	
4 Delhi Safdarjung .					4	1			3	
5 Tilak Bridge .	..	..	..		6	4			8	
6 New Delhi .	16	10	3		46	20	..		74	
7 Sabzimandi .					3	2	..		..	
8 Delhi Kishanganj .	1	1			3	3	..		6	
9 Dayabasti .					3	3		..	4	
10 Shakurbasti . .	..				3	3	..		5	
11 Delhi . .	15	14	5	..	53	27	13	..	139	..

Signal and Telecommunication staff Association notice regarding work to Rule

2329. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Signal and Telecommunication Staff Association has served notice to the "Administration" regarding their movement of "Work to rule" in view of their long outstanding demands;

(b) if so, what are their demands;

(c) what steps the Administration is going to take to fulfil their demands?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Notice as such has not been served on the Administration. However, an intimation has been received indicating that the members of the Association would start a "Work to Rule" movement from 27-11-73 if their demands are not met.

(b) The seven point charter of demands is contained in the attached statement.

(c) The legitimate demands of all categories of staff are considered and solved through the various tiers of the collective bargaining machinery—the Permanent Negotiating Machinery and the Joint Consultative Machinery —which have been functioning constitutionally and purposefully over a long period of time. Further, representations coming from any source, including unrecognised Unions, are given due consideration and action, as is appropriate in each case, is taken.

In regard to the specific demand for negotiating facilities, it is against the Government's policy to accord recognition to Unions/Associations representing only particular categories of staff.

Statement

Seven-Point Charter

1. *Revision of Pay Commission's Report*

The S&T Staff has been denied the grades granted to the workshop staff at the level of Foremen etc. It frustrates the S&T Staff all the more that they have not been treated at par with even the non-technical categories of Traffic Controllers etc.

Even within the framework of the Pay Commission recommendations this disparity is not bearable.

2. *Fixation of Duty-hours*

We demand 8 hours duty for all staff *i.e.* Inspectors to Khallasis. This can be done by declaring all of us as 'continuous' under HOER.

3. *Yardstick and Implementation of Accident Enquiry Committee recommendations which have been accepted by the Railway Administration.*

Even on the basis of the I.R.C.A. Signal Sub-Committee's provisional yard-stick, the staff provided is too inadequate. This causes so much overwork and strain on us. We demand that as long as a propose yard-stick is not evolved, at least this be implemented properly.

4. (a) Despite the Accident Inquiry Committee recommendations the attendance to signal failures goes unremunerated. We demand that the same monetary grant as is made to Permanent way staff if they attend to bursting of points etc., be made to us also. This will implement the Accident Enquiry Committee recommendations and also end this glaring discrimination.

(b) Inspector's should be relieved of stores responsibilities by posting store keepers for that purpose.

5. *Railway Quarters*

Since we are called upon in odd hours to attend the Railway work it is but logical to grant each of us a Railway Quarter. If we remain unhoused the Railway has no moral right to call us at odd hours or to force us to reside within 8 Kms. radius from the Head Quarters Station.

In the helplessness of these hard days some of our staff has taken *shelter* in the newly constructed Quarters at Motiabagh (near Delhi Jn.) Railway Colony. We demand that all these be regularised and for future our representative of the staff be seated in the Delhi Area Housing Committee.

6. *Uniforms*

We are staff facing the vaguaries of the weather and need protection as also the recognition of being a Railway Servant during night hours when G.R.P. and R.P.F. harass them so frequently. We therefore demand full uniform and for winter and summer for all of us.

7. *Negotiation Facilities*

Since we are not represented by any other Trade Union or Federation our very many grievances go unheard and the result is frustration of staff.

We therefore demand means of a dialogue with the Railway Administration in any form.

Reports submitted by the M.R.T.P. Commission

2330. PROF. MADHU DANDAVATE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many reports have been submitted to Government so far by the Monopolies and Restrictive Trade Practices Comission;

(b) how many of them are placed before both the Houses of the Parliament as required by the mandatory provisions of the M.R.T.P. Act; and

(c) whether these reports have been printed in sufficient number so as to ensure their availability to the Members of Parliament?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b). The Commission has so far submitted reports on 29 proposals and reports in regard to 13 proposals have already been laid before both the Houses of Parliament.

(c) These reports have not been printed. However sufficient number of cyclostyled copies are made available to the Members of Parliament.

Progress made in Konkan Railway beyond Apta to Dasgaon

2331. PROF. MADHU DANDAVATE:
SHRI SHANKERRAO SAVANT:

Will the Minister of RAILWAYS be pleased to state:

(a) the progress made in the Engineering survey of the Konkan Railway beyond the route Apta to Dasgaon;

(b) whether the Planning Commission has given a green signal for the construction of the entire Konkan Railway line; and

(c) whether provision for the requisite expenditure has been made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAY (SHRI MOHD. SHAFI QURESHI): (a) to (c). The Planning Commission has been requested for additional allotment of funds in the Fifth Plan for developmental lines including the West Coast Railway Project. The Engineering survey for the line will be taken up when a definite indication is available regarding the allotment of additional funds asked for from the Planning Commission.

Proposed structural changes in the Boards of Directors and Management of Companies

2333. PROF. MADHU DANDAVATE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to introduce basic structural changes in the Boards of Directors and Management of Companies so as to ensure the effective participation of shareholders, consumers and employees in the affairs of the companies; and

(b) if so, the nature of changes proposed?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) Government do not propose to do so for the present.

(b) Does not arise.

Suggestions on appointment of Judges of Supreme Court

2334. PROF. MADHU DANDAVATE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether suggestions have been made that the appointments of Chief Justice and other Judges of the Supreme Court should be subject to the

review by a Parliamentary Committee and ratification of Government; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) No suggestions in the manner proposed have been received by Government.

(b) Does not arise.

Exploration for Natural Gas in Kashmir

2335. SHRI YAMUNA PRASAD MANDAL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government proposes to start drilling for natural gas in Kashmir; and

(b) if so, the sites selected for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir.

(b) Four sites for drilling have been selected. They are located in Srinagar and Baramula districts of J. and K. State.

Power Breakdowns in Delhi

2336. SHRI YAMUNA PRASAD MANDAL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether frequent power breakdowns in Delhi have been attributed to the non-cooperation of Engineers; and

(b) if so, action taken against such persons?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). Committee has been set up by the Lt. Governor, Delhi in September, 1973 to determine *inter alia* whether the causes of breakdowns were on account of lapses on the part of Officers/employees of the Undertakings. The Report of the Committee is expected shortly.

Setting up of a Hydro-Electric Power Generation Station in H.P.

2337. SHRI VIRBHADRA SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose to set up a Hydro-electric Power Generation Station in Himachal Pradesh during the Fifth Plan period; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The Fifth Five Year Plan is yet to be finalised. However, certain hydro-electric projects are already under construction in Himachal Pradesh and will be commissioned in the Fifth Plan period.

Suggestions from F.I.C.C.I. regarding Crude Oil

2338. SHRI VIRBHADRA SINGH:
SHRI P. M. MEHTA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Federation of the Indian Chamber of Commerce and Industry suggested intensification of exploration efforts and reducing dependence on imported crude oil; and

(b) if so, the suggestions made and reaction of Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). The standing Advisory Committee of the FICCI is reported to have met on the 30th October, 1973 and reviewed the crude oil supply and total energy situation. In a press communique issued by the

FICCI on the following day, the following measures, *inter alia*, were suggested as being "inevitable":—

(i) Intensification of exploration efforts and reducing dependence on imported crude oil;

(ii) Encouraging the use of substitute sources of energy;

(iii) Reducing the impact of increased cost of crude oil import by curbing oil consumption;

(iv) Increasing the use of coal of lower grades.

These are general observations and the Ministry of Petroleum and Chemicals, which is concerned with items (i) and (iii) above, has already initiated steps in that regard.

More Amenities to Passengers during Fifth Plan Period

2339. SHRI VIRENDRA SINGH:
SHRI M. S. SIVASWAMY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to extend more amenities to passengers during the Fifth Plan period; and

(b) if so, what would be the broad outlines of the amenities added and the likely total expenditure?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The work of providing basic amenities like waiting halls, benches, lights, drinking water latrines platforms with well maintained surface, proper booking arrangements and shady trees on all stations excluding halts, and a rail level platform, a small waiting shed, Booking Office, lights and shady trees at all halt stations has been completed on the Indian Railways. These amenities are improved wherever needed and additional facilities like new stations, waiting rooms, retiring rooms, platform covers, refreshment rooms, vendors stalls, piped water supply, additional foot overbridges, public address system, water coolers etc., are provided on a programme basis in consultation with the Railway Users' Amenities Committee with which the public opinion is associated.

A sum of Rs. 20 crores has been provided in the Fifth Five Year Plan for expenditure on passenger/Railway Users' amenity works.

Notice of Strike from Workers of Refineries and Pipelines Division of I.O.C.

2340. SHRI P. M. MEHTA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether over 8,000 workers of the Refineries and Pipelines Division of the Indian Oil Corporation all over the country have given a notice to go on indefinite strike;

(b) if so, what are their demands;

(c) the reasons for not accepting their demands; and

(d) what measures are being taken to accept their demands and come to a settlement?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Seven recognised unions of the Refineries and Pipelines Division of the Indian Oil Corporation had threatened to go on strike from 8th November, 1973 on the question of payment of bonus for the year 1972-73. Amicable settlements have however been reached with six of the seven recoginised unions, bilaterally. Barauni Telshodhak Mazadoor Union of Barauni refinery has not yet signed the settlement and the matter is under conciliation proceedings.

(c) and (d). Do not arise, in view of reply to (a) and (b) above.

Setting up of a Fertilizer Plant by Gujarat State

2341. SHRI P. M. MEHTA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Central Government has agreed to clear the Rs. 121 crore fertiliser plant to be set up by the Gujarat State;

(b) if so, the latest position in this regard;

(c) whether any foreign assistance will be required in this regard; and

(d) when the work on the plant is likely to be started?

THE MINISTER OF STATE IN THE MINISTER OF PETROLUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (d). Yes, Sir. In principal, it is the intention of Government to support this expansion. As in other cases, the external assistance will be limited to services and supplies not available in the country.

Mass Absenteeism of Loco Running Staff

2342. SHRI P. M. MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether serious situation has again arisen due to the mass absenteeism of the Loco Running Staff of the Railways;

(b) if so, the reasons for going on strike;

(c) the loss suffered by the Railways due to these mass absenteeism; and

(d) what steps are being taken to settle their issue?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):(a) to d). After the major agitation by the Loco Running Staff in August, 1973 on all Railways, there has not been mass absenteeism by this category of staff in any large scale extending to all Railways.

Cases Referred to the Ministry of Law for Opinion

2343. SHRI P. M. MEHTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the fact that the cases referred for opinion of the Ministry of Law by the various Government agencies take a long time in the Ministry;

(b) if so, the time taken by the Ministry in such cases;

(c) how many cases were referred to the Ministry for its opinion by Government Departments in 1972 and 1973; and

(d) how many cases are still pending in the Ministry for its opinion?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). No, Sir. In fact, a recent study has revealed that 66.48 per cent of the references have been disposed of within one week, 19.38 per cent within 1-2 weeks, 8.29 per cent between 2 weeks and one month, 5.76 per cent between 1-3 months and 0.09 per cent after 3 months.

(c) The number of references received in this Ministry in 1972 and 1973 (January to October) is 25181 and 20923 respectively.

(d) 450.

Production in Integral Coach Factory at Perambur

2345. SHRI S. M. BANERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether production in Integral Coach Factory at Perambur has gone up; and

(b) if so, how does the production figures of 1973 compare with the figures of 1972 and to what extent exports have been made and to which countries?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) (i) The actual production from the Integral Coach Factory, Perambur during 1972-73 and 1973-74 (planned) are as under:—

	1972-73	1973-74
Shells (Unfurnished coaches) . .	671	750
Fully Furnished Coaches . . .	705	750

(ii) In June 1973, Integral Coach Factory, Perambur executed an order for the supply of 6 coaches to Zambia valued at Rs. 14.81 lakhs. No major order was executed by Integral Coach Factory, Perambur during 1972.

Uniform Wage Policy for various Units

2346. SHRI S. M. BANERJEE: Will Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what further steps have been taken to have uniform wage policy in the various units under the Ministry of Petroleum and Chemicals. and

(b) whether any formula has been evolved and if so, the salient features of this formula?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) No steps have been taken to evolve an uniform wage policy in the various units under the control of the Ministry of Petroleum and Chemicals.

(b) Does not arise.

Inferior Quality of Food Served in the Delhi-Howrah Train

2347. SHRI INDRAJIT GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the fact that the quality of food served by the dining cars in Delhi-Howrah train is very inferior; and

(b) what steps Government propose to take to improve the catering service?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) A few complaints about the quality of food served in the dining cars on Delhi-Howrah route have been received.

(b) Some of the steps taken/being taken to improve catering in dining cars on Delhi-Howrah route are given below:—

(i) On 1UP/2DN Howrah-Delhi Mail, the conventional dining car service has been replaced with effect from 1-7-73 by a system of picking up 'Ready to Serve' meals cooked at static units en-route on the pattern of service introduced on Frontier Mail and Grand Trunk Express which has been widely appreciated. Modernized kitchens have been set up at Tundla and Kanpur where food is cooked and supplied to the pantry car of 1UP/2DN Mail.

(ii) Similar arrangement has been introduced on the new bi-weekly New Delhi-Samastipur Jayanti Janata Express from 31-10-1973.

(iii) Service on similar pattern is proposed to be introduced shortly on 81UP/82DN and 103UP/104DN Airconditioned Expresses.

(iv) To cater for bulk of passengers, cheap food packets have been introduced at important stations on this route.

Clearance of Irrigation Projects in Karnataka

2348. SHRI P. R. SHENOY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether any of the irrigation projects relating to Kaveri river in

Karnataka have been cleared by the Centre; and

(b) if so, what are the projects cleared so far and the projects still pending clearance?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The following irrigation projects in the Kaveri basin in Karnataka have so far been accepted by the Planning Commission in the Fourth Five Year Plan:

1. Manchanabele Multipurpose Reservoir Project.
2. Sagare Doddakere Reservoir Project.
3. Taraka Reservoir Project.
4. Gundal Reservoir Project.
5. Votehole Irrigation Project.

The following projects proposed by the Government of Karnataka are pending clearance:—

1. Hemavathi Project
2. Harangi Project
3. Kabini Project (Revised)
4. Cauvery Reservoir Project
5. Suvarnavathy Project
6. Changavadi Project
7. Chicklihole Project
8. Uduthorehalla Project
9. Arkavathi Project (Revised).

Contract given to Triton and Co., for Transportation of Crude Oil to Cochin Refinery

2349. SHRI MUKHTIAR SINGH MALIK:

SHRI BIRENDER SINGH RAO:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the contract for transportation of crude oil in Cochin Refinery was given to M/s. Triton and Co.;

(b) if so, whether it has come to the notice of Government that M/s. Triton and Co., have recently gone back on their agreement and refused to transport crude oil to Cochin Refinery; and

(c) if so, the action taken by Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Yes, Sir.

(c) The Government of India have advised the Cochin Refineries Limited to take legal proceedings against Triton Shipping Inc. and also refer the matter to the Association of American Arbitration as provided for in the contract of affreightment of 1964 between Cochin Refineries Limited and Triton Shipping Inc.

Trains to be introduced in 1973-74

2350. SHRI MUKHTIAR SINGH MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) the number of new trains likely to be introduced during the year 1973-74;

(b) the routes on which these trains will be introduced, Railway-wise; and

(c) the extent to which these new trains would be able to ease overcrowding in trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). A pair of bi-weekly Express trains between New Delhi and New Bongaigaon *via* Sahibganj Loop and Farakka on the Broad Gauge sections of Northern, Eastern and Northeast Frontier Railways and a connecting bi-weekly train between New Bongaigaon and Gauhati on the Metre Gauge section of Northeast Frontier Railway are

proposed to be introduced in January, 1974 to provide relief to passengers on these routes.

Proposal to adopt new procedure for Bye-Elections

2351. SHRI MUKHTIAR SINGH MALIK: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a new procedure of getting the signatures of the voter is proposed to be adopted in the bye-elections in the country; and

(b) if so, salient features of the proposal?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) Yes, Sir.

(b) Every ballot paper will be printed with a counterfoil. The serial number on the ballot paper and on the counterfoil will be identical. Before a ballot paper is detached from its counterfoil and issued to an elector, the serial number and the part number relating to that elector, as entered in the marked copy of the electoral roll, will be noted on the counterfoil and his signature or thumb impression taken thereon. Unless an elector puts his signature or thumb impression on the counterfoil, a ballot paper will not be issued to him. In the marked copy of the electoral roll, the serial number of the ballot paper issued to the elector will not be noted as was done before the introduction of the system of ballot papers with counterfoils but the entry relating to the elector will be underlined to indicate that the elector has voted at the election. After the poll is over, the counterfoils of the ballot papers will be put in a sealed packet and this sealed packet will be kept in the treasury. This sealed packet shall not be opened except under the orders of a competent court.

Non-availability of Wagons for Cement Industry

2352. SHRI RAMKANWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of Government has been drawn to a survey in the "Economic Times" of the 14th September, 1973 stating that non-availability of the Railway wagons has seriously affected cement output in 1972; and

(b) if so, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) It is a fact that upto September '72 supply of wagons to cement factories was not quite satisfactory. Upto March-April, there was very heavy pressure on railways on account of special defence moves arising out of the Indo-Pak hostilities of December, 1971. A large number of special trains had to be run for movement of refugees returning to Bangladesh, of prisoners of war being moved to different camps in India, of defence personnel returning to their bases with their equipment and stores etc. During April, May and June, availability of wagons was affected on account of the serious power-shortage, particularly in the Eastern Sector, which effected railway movements. The condition of covered wagons also was not satisfactory, as a large number of them had been damaged, punched and had their panels torn. Wagons were in this bad condition partly as a result of the adverse law and order conditions which obtained in the Eastern sector in 1970-71 and in the earlier half of 1971-72. From September, 1972, the Railways undertook a massive drive to panel-patch, repair and rehabilitate covered wagons which brought about the desired results and wagon supply position to cement industry improved almost to cent per cent and continued to be so, though

power cuts imposed by different States resulted in loss of production and consequently in less loading.

Amount sanctioned for Construction of Alkawati Project

2354. SHRI C. K. JAFFER SHARIEF: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the amount sanctioned so far by Government for the completion of Alkawati Project;

(b) whether there has been any delay in its construction, and if so, the reasons therefor; and

(c) whether Government have included it in the Fifth Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The Alkavati Project was accepted by the Planning Commission in 1964 at a cost of Rs. 85 lakhs to irrigate an area of 6000 acres. Work on this project was not taken up by the State Government and in February 1972 and May 1973, the State Government sent revised proposals. The proejct is now estimated to cost Rs. 416 lakhs and is expected to provide irrigation to an area of 18,600 acres. The project is under examination in the Central Water and Power Commission.

(c) The Fifth Plan programmes are yet to be finalised.

Increase in Line Mileage since Independence

2355. SHRI PILOO MODY: Will the Minister of RAILWAYS be pleased to state the increase in line mileage of the Railways since the Independence, excluding lines to industrial projects of Governments?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The increase in route kilo-metreage in terms of new lines and restorations completed since Independence is 6652.46 kms.

Construction of Mangalore-Apta Line

2356. SHRI PILOO MODY: Will the Minister of RAILWAYS be pleased to state considering the apprehensions of the scarcity and higher cost of petrol, what new Railway lines are contemplated and the reasons why the Mangalore-Apta line, announced as approved by the Chief Minister of Maharashtra and the Railway Minister subsequently has been given up?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Intra-city transport is generally done in cars using petrol. Metropolitan transport project has been sanctioned for Calcutta already and surveys are in progress for Bombay, Madras and Delhi. As regards Apta-Mangalore line, the project is under active consideration. Meanwhile earthwork in the Apta-Dasgaon section (108 km.) has been taken up as drought relief measure by the Maharashtra Government. In the remaining portion of the Dasgaon-Mangalore Section having length of about 800 kms., a detailed Engineering Survey will be necessary. Planning Commission has been requested for additional allotment of funds in the Fifth Plan for developmental lines including the West Coast Railway Project.

Higher Freight and Passenger Rates for New Lines

2357. SHRI PILOO MODY: Will the Minister of RAILWAYS be pleased to state if return is considered inadequate, why are higher freight and passenger rates not imposed for new lines, particularly as the alternative road transport rates are raised already?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): At the time of sanctioning new lines, if the return based on normal fares and freight rates is estimated to be inadequate, feasibility of levying passenger fares and freight rates on inflated

distances, is examined and charges on higher basis levied as warranted. During such examination competitive road transport rates are kept in view.

नई दिल्ली तथा दिल्ली मेन जंक्शनों पर प्रति दिन आने वाली तथा वहां से जाने वाली रेलगाड़ियां

2358. **श्री शंकर दयाल सिंह :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) नई दिल्ली तथा दिल्ली मेन जंक्शनों पर प्रति दिन कितनी सवारी गाड़ियां आती हैं तथा कितनी वहां से जाती हैं ;

(ख) गत तीन महीनों में नई दिल्ली तथा दिल्ली स्टेशनों पर कितनी रेलगाड़ियां समय पर आईं तथा कितनी रेल गाड़ियां देर से पहुंचीं ;

(ग) उन रेलगाड़ियों का ब्यौरा क्या है जो देर से पहुंचीं तथा इसके क्या कारण हैं; और

(घ) इस कारण भारतीय रेलवे को कितनी राशि का समयोपरि भत्ता देना पड़ा ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) दिल्ली जंक्शन स्टेशन से प्रतिदिन कुल 80 यात्री गाड़ियां छूटती हैं और यहां 79 गाड़ियां आती हैं। नई दिल्ली स्टेशन पर प्रतिदिन 64 यात्री गाड़ियां आतीं हैं और यहां से 64 गाड़ियां छूटती हैं।

(ख) और (ग). अगस्त से अक्तूबर, 73 तक की अवधि में दिल्ली और नई दिल्ली स्टेशनों पर जो गाड़ियां ठीक समय पर पहुंचीं और देर से पहुंची उनका महीनेवार ब्यौरा इस प्रकार है :—

स्टेशन	महीना	ठीक समय पर पहुंचने वाली गाड़ियों की संख्या	देर से पहुंचने वाली गाड़ियों की संख्या
1	2	3	4
नई दिल्ली	अगस्त, 1973	579	827
	सितम्बर, 1973	990	684
	अक्तूबर, 1973	1091	668
दिल्ली जं०	अगस्त, 1973	698	1115
	सितम्बर, 1973	1059	1297
	अक्तूबर, 1973	1127	1255

मुख्यत: लोको कर्मचारियों की हड़ताल और बाद में उसके प्रभाव, अक्तूबर, 1973 में उत्तर प्रदेश राज्यबिजली बोर्ड के कर्मचारियों की हड़ताल, समय समय पर जनता और कर्मचारियों द्वारा किये गये अन्य आंदोलन, बिजली में कटौती करने, पटरियों की टूट फूट, दूरसंचार तारों की चोरी जिसके परिणामस्वरूप सिगनल एवं दूर संचार व्यवस्था ठप्प पड़ जाने, खतरे की जंजीर खींचने की अधिक घटनाओं के होने के कारण पिछले कुछ महीनों में गाड़ियों की समय पाबंदी में गिरावट आयी।

(घ) कर्मचारियों को दिये जाने वाले समयोपरि भत्ते की गणना किसी महीने में किये गये काम के कुल अतिरिक्त घंटों के आधार पर की जाती है न कि किसी गाड़ी विशेष/फेरे के देर से चलने के आधार पर।

रेलवे द्वारा दी जाने वाली खाद्य सामग्री की किस्म में सुधार

2359. **श्री शंकर दयाल सिंह :**
श्री एम० रामगोपाल रेड्डी :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनका ध्यान इस तथ्य की ओर दिलाया गया है कि भारतीय रेलवे द्वारा दी जाने वाली खाद्य सामग्री घटिया किस्म की होती है; और

(ख) क्या सरकार का विचार रेलवे द्वारा दी जाने वाली खाद्य सामग्री को शुद्ध तथा स्तरीक बनाने के लिए कोई कार्यवाही करने का है और यदि हां, तो तत्सम्बन्धी मुख्य बातें क्या हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) कुछ शिकायतें तो मिली हैं लेकिन यह तथ्य नहीं है कि रेलों द्वारा परोसा जाने वाला भोजन घटिया किस्म का होता है।

(ख) ऐसे खानपान इकाइयों के कार्य के कड़े पर्यवेक्षण के जरिये भोजन की किस्म और सेवा के स्तर दोनों में सुधार करने के लिए लगातार प्रयास कर रही हैं। रेलों पर खानपान को किस्म में सुधार करने के लिए हाल में जो महत्वपूर्ण उपाय किये गये हैं उनमें से कुछ इस प्रकार हैं :—

(i) परम्परागत भोजनयान सेवा के बदले, मार्ग के विभिन्न स्टेशनों पर स्थापित आधुनिक रसोईघरों में तैयार किये गये 'परोसने के लिए तैयार' भोजन को एकत्र किया जाना ताकि यात्रियों को अपेक्षाकृत अधिक स्वास्थ्यप्रद स्थितियों में तैयार किया गया बेहतर किस्म का भोजन दिया जा सके।

(ii) अधिकांश यात्रियों की आवश्कताएं पूरी करने के लिए कम कीमत के भोजन के पैकेटों की व्यवस्था।

(iii) विभागीय खानपान स्थापनाओं में नियोजित कर्मचारियों के प्रशिक्षण पर अधिक जोर दिया जाना।

बिहार को सिंचाई के लिये दामोदर घाटी निगम की तिलैया और कोनार जल परियोजना से जल की सप्लाई

2360. **श्री शंकर दयाल सिंह** : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दामोदर घाटी निगम की तिलैया और कोनार जल परियोजनाओं से बिहार को सिंचाई के लिए पानी दिये जाने के सम्बन्ध में कोई निर्णय किया गया है;

(ख) यदि हां, तो उसकी मुख्य बातें क्या हैं; और

(ग) यदि नहीं, तो इस सम्बन्ध में क्या कार्यवाही की जा रही है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : (क) से (ग). अगस्त, 1972 में बिहार और पश्चिम बंगाल के मुख्य मंत्रियों ने, तिलैया व्यवर्तन स्कीम और कोनार सिंचाई स्कीम के द्वारा सिंचाई के लिए दामोदर घाटी निगम संचय में से जल के समुपयोजन सहित उन अनिर्णीत मामलों का अध्ययन करने तथा अपनी रिपोर्ट प्रस्तुत करने के लिए दोनों राज्यों के अधिकारियों के एक संयुक्त अध्ययन दल का गठन किया था, जिनपर उनमें मत-भेद थे। अध्ययन दल ने अपनी रिपोर्ट बिहार और पश्चिम बंगाल के मुख्य मंत्रियों को प्रस्तुत कर दी है जो इस मामले पर अन्तिम निर्णय लेंगे।

पटना उच्च न्यायलय में न्यायधीशों के पद

2361. **श्री शंकर दयाल सिंह** : क्या **विधि, न्याय और कम्पनी कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) पटना उच्च न्यायालय में न्यायाधीशों के कितने पद हैं तथा उनमें से कितने पद कब से रिक्त हैं ;

(ख) क्या पटना उच्च न्यायालय में अतिरिक्त न्यायाधीशों की नियुक्ति के संबंध में बिहार से केन्द्रीय सरकार को सिफारिशें प्राप्त हुई हैं; और

(ग) यदि हां, तो इस सम्बन्ध में अन्तिम निर्णय कब तक लिया जायेगा ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री ए० आर० गोखले) : (क) पटना उच्च न्यायालय के लिए स्थायी न्यायाधीशों की मंजूर की गई संख्या 18 और अपर न्यायाधीशों की 6 है । इस समय, स्थायी न्यायाधीशों के 2 पद क्रमश: 19-11-72 तथा 7-3-73 से रिक्त हैं । जून, 1972 में मंजूर किए गए अपर न्यायाधीशों के दो नए पद भी अभी भरे जाने हैं ।

(ख) और (ग). अपर न्यायाधीशों की नियुक्ति के लिए प्रस्ताव प्राप्त हो गए हैं और उन पर विचार किया जा रहा है ।

Proposal for Rail Link from Kayakulam to Ernakulam via Allepey in Kerala

2362. SHRI C. JANARDHANAN:
SHRI N. SREEKANTAN NAIR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a proposal for the construction of a rail link from Kayakulam to Ernauklum *via* Allepey in Kerala;

(b) whether any survey has been made by Government; and

(c) whether any decision has been taken to this effect?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) and (c). The survey conducted in the year 1970 revealed that the project would be unremunerative. The estimated cost for construction of the line as revealed by the survey is about Rs. 10 crores. This area is very well served by roads and inland water-ways. The existing Quilon-Ernakulam M.G. line which is under conversion of B.G. is also not far away from the coast. In view of this, and the limited resources available for construction of new lines, it would be difficult to consider this project in the near future.

Centralisation of Generation and distribution of Electricity

2363. SHRI C. JANARDHANAN:
SHRI RAMSHEKHAR PRASAD SINGH:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government intend to centralise the generation and distribution of electricity by legislation or by some other means;

(b) if so, the reasons therefor; and

(c) the names of the States which have approved the scheme and the names of the States scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) Proposals for restructuring of the power supply industry, including generation, are under consideration.

(b) The need for restructing is felt mainly owing to the vast growth in the power systems in the past years, and also the large programme required to be implemented in the coming years.

(c) The States have not so far been consulted.

Production at Pesticides Units

2364. SHRI ARVIND M. PATEL:
SHRI VEKARIA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the names and number of pesticides units working in India in private and public sectors; and

(b) their annual production during the last three years, year-wise and unit-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Details of production of technical grade pesticides by units in the organised sector are given in the statement attached.

Statement

Production in tonnes

S. No.	Name of the unit	Sector	1970	1971	1972
1.	Hindustan Insecticides Ltd., New Delhi.	Public	2605	2656	2916
2.	Hindustan Insecticides Ltd., Alwaye.	,,	1123	2482	3031
3.	Hindustan Organic Chemicals Rasayani.	,,	..	160	1503
4.	Tata Chemicals, Bombay.	Private	4368	3536	3201
5.	Alkali & Chemical Corpn. of India Ltd., Calcutta.	,,	3912	2598	3690
6.	Pesticides Ltd., Bombay.	,,	1403	502	106
7.	Mico Farm Chemicals, Madras.	,,	3713	3867	2802
8.	Kanoria Chemicals, Renukot, U.P.	,,	3569	4169	4439
9.	Travancore Chemicals, Cochin.	,,	373	546	514
10.	Excel Industries Ltd., Bombay.	,,	217	390	392
11.	Cyanamid (India) Ltd., Bombay.	,,	582	776	805
12.	Indofil Chemicals Ltd., Bombay	,,	1695	1062	1601
13.	Bayer (India) Ltd., Bombay.	,,	465	748	1039
14.	Agromore Ltd., Bangalore.	,,	14	30	45
15.	Delicia (India) Ltd., Bombay.	,,	13	36	128
16.	Tata Fison Industries Ltd., Bombay.	,,	40	138	209
17.	Bharat Pulverising Mills Pvt. Ltd., Bombay.	,,	31	46	50
18.	Ciba of India Ltd., Bombay.	,,	..	..	223

Licensing Policy for Pesticides

2365. SHRI ARVIND M. PATEL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are considering to give certain facilities in respect of licensing to attain self-reliance in pesticides; and

(b) if so, what are those facilities?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). High priority is given to development of facilities in the country for production of the required pesticides which are classified as important to the national economy. Larger Industrial Houses and foreign firms are eligible to participate in and contribute to the development of the industry along with other entrepreneurs. Some of the main concessions which are presently available to the industry are:—

(a) Ad-hoc imports of new pesticides by entrepreneurs for field trials, market development work, etc.

(b) Levy of customs duty at concessional rates on—

(i) certain chemicals for manufacture of technical grade pesticides, and

(ii) new pesticides of the type mentioned at (a) above, and on other pesticides (technical) imported to facilitate maximum utilisation of formulation capacity in the country.

The book entitled "Guidelines for Industries 1973-74", published by Government outlines *inter-alia* the scope for licensing of additional capacity for manufacture of pesticides in the country.

Memo from House-wives regarding Fuel shortage

2366. SHRI D. P. JADEJA: SHRI VEKARIA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether housewives in Delhi have submitted a memorandum to him in regard to fuel shortage during the month of November, 1973;

(b) if so, the main features thereof; and

(c) the action taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). A letter was received from Smt. Savitri Nigam which speaks about the Delhi Housewives facing great difficulties in the face of acute shortage of fuels such as Gas, Kerosene, etc.,

(c) Steps have been taken to improve the Kerosene and Cooking Gas supplies in Delhi.

Disruption of Rail Communications Systems in Madhya Pradesh

2367. SHRI R. R. SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rail communications in various parts of Madhya Pradesh suffered extensive damage in the recent heavy rains;

(b) whether any assessment has been made as to the extent of damage; and

(c) the extent to which Railway services were affected?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Yes.

(c) A total of 18 passenger carrying trains were partly or fully cancelled for periods varying from 1 day to 31 days due to heavy rains during the months of July, August and September, 1973.

During the period of breaches as well as for a few days after that movement of goods traffic on these sections were seriously affected. The traffic was affected after the restoration of the track, on account of trains having to move at restrictive speed. A statement showing the sections affected in Madhya Pradesh due to heavy rains is attached.

Statement

Name of the Section	Date of Interruption	Date of Restoration
Central Railway:		
1. Itarsi—Bhopal Section	29-8-1973	31-8-1973
2. Jabalpur—Itarsi Section .	29-8-1973	31-8-1973
Western Railway:		
3. Ujjain—Devas (BG)	19-7-1973	20-7-1973
4. Ujjain—Bhopal (BG)	30-8-1973	3-9-1973
5. Devas—Indore (BG) .	6-9-1973	14-9-1973
South-Eastern Railway:		
6. Kottavalasa—Kirandul Line : . (Between Bacheli and Kirandul)	25-8-1973	28-8-1973
7. Bilaspur—Katni Section:		
(*i*) Between Burhar & Singhpur	4-9-1973	4-9-1973
(*ii*) Between Harrad & Mahuri . .	30-8-1973	31-8-1973
(*iii*) Between Bhanwar Tank & Khodri .	4-9-1973	4-9-1973
(*iv*) Between Khongsara & Bhanwar Tank .		
8. Bhilai—Dhalli Rajhara Section: (Between Balod & Gunderdehi)	8-7-1973	8-7-1973

Supply of Oil to D.E.S.U.

2368. SHRI DEVINDER SINGH GARCHA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether after the Pinto Enquiry findings that DESU suffered a loss of Rs. 14 lakhs a year by way of leakage of oil, there had been fresh cases of cheating by the contractors supplying oil to the undertaking; and

(b) whether one of the suggestions by Shri Pinto that DESU should have direct arrangements with Indian Oil for oil supply has not found favour with Government?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) One case of attempted cheating in the supply of oil has been detected after the Pinto Committee report was received.

(b) The existing arrangement is that the DESU has a contract with the IOC for the delivery of oil at the power house site. The IOC employs a transport contractor for transporting the oil by road. A proposal to eliminate road transport by use of rail tankers has not been found feasible by the Railway authorities.

Complaints about the Catering System of Northern Railway

2369. SHRI DEVINDER SINGH GARCHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of complaints are being received by the authorities regarding catering system of the Northern Railway;

(b) if so, whether any enquiry has been instituted into the matter recently; and

(c) if so, the results of the investigations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There has been some increase in the number of complaints against catering service on the Northern Railway.

(b) and (c). No enquiry has been instituted but the following measures have been taken to improve the quality of catering on the Northern Railway:—

(i) Modernised base kitchens have been set up at Tundia, Kanpur and Allahabad for supply of meals to passengers in trains on the Delhi-Howrah route. The meals in covered trays are stored in electrically operated hot trollies which are moved on the platforms on arrival of the trains and the trays are supplied in hot condition direct to the compartments.

(ii) Low priced food packets costing Re. 1/- each have been introduced at Aligarh, Tundla, Kanpur, Allahabad, Mirzapur, Varanasi, Sri Ganganagar and Hanumangarh Stations.

(iii) Intensifying supervision over the functioning of the Catering units both worked departmentally and managed by contractors.

Calcutta Electric Supply Corporation

2370. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what is the imported capital held by non-Indian citizens and that held by Indian citizens in Calcutta Electric Supply Corporation during the last four years;

(b) the value of debentures issued and subscribed during the said period;

(c) the borrowing from Indian sources; and

(d) the money taken as consumers' deposits and the amount in Reserve funds during the said period?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) The capital held by the two classes of nationals referred to in the question in the total paid-up capital of M/s. Calcutta Supply Corporation during the last four years *i.e.*, during 1970 to 1973 is given as under:—

	1973	1972	1971	1970
Ordinary stock:				
London Register (representing non-Indian citizens)	£1,950,409	£1,969,349	£2,086,324	£2,244,604
Calcutta Register (representing Indian citizens)	£2,312,237	£2,293,297	£2,176,322	£2,018,042
TOTAL	£4,262,646	£4,262,646	£4,262,646	£4,262,646

Preference stock:	1973	1972	1971	1970
London Register (representing non-Indian citizens) .	£ 1,399,255	£ 1,408,580	£ 1,408,580	£ 1,410,830
Calcutta Register (representing Indian citizens) .	£ 500,745	£ 491,420	£ 491,420	£ 489,170
TOTAL	£ 1,900,000	£ 1,900,000	£ 1,900,000	£ 1,900,000

(b) The value of debentures issued and subscribed as shown in the Annual Accounts of the company as at the close of each of the last four years is as under:—

As on 31-3-73	As on 31-3-72	As on 31-3-71	As on 31-3-70
£ 3,954,090	£ 3,954,090	£ 4,166,667	£ 4,166,667

(c) The company as per its Annual Accounts had no borrowings from Indian sources during any of the last four years.

(d) The amounts of money taken by the company as consumers' deposits during the last four years as shown in its annual accounts was as under:—

As on 31-3-73	As on 31-3-72	As on 31-3-7	As on 31-3-70
£ 2,339,228	£ 2,170,148	£ 2,6,62	£ 2,044,061

The amounts of total reserves (i.e., Capital Reserves, Revenue Reserves and Statutory Reserves) as given in the Annual Accounts of the company during the last four years was as under:—

As on 31-3-73	As on 31-3-72	As on 31-3-71	As on 31-3-70
£ 11,705,362	£ 11,615,534	£ 11,619,403	£ 11,439,948

Charges against Colgate Palmolive, Singer Swinger Machine and Gramophone Companies

2370. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the following controlled Companies, viz., Colgate Palmolive, Singer *Swinger* Machine and Gramophone, have been charged with monopolistic and restrictive trade practices;

(b) if so, the nature of charges made against each of them; and

(c) what action, if any, has been taken on these charges?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) to (c). The Registrar of Restrictive Trade Agreements has made an application to the M.R.T.P. Commission under section 10(a)(iii) of the M.R.T.P. Act, 1969 for enquiry under section 37 of the Act, in the case of the Gramophone Company India Limited, into various restrictive trade practices indulged in by it. The Commission has yet to make an order on the application. No such applications have been made in regard to Singer Sewing Machine Ltd. and Colgate Palmolive (India) Pvt. Ltd.

Report on the Working of Institute of Constitutional and Parliamentary Studies

2370. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the report of the Committee appointed to review the working of the Institute of Constitutional and Parliamentary Studies will be laid before Parliament; and

(b) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH): (a) and (b). The findings and recommendations of the Committee are under consideration of the Government. The question of placing the Report on the Table of the House will be considered after the Government have taken decision on the recommendations of the Committee.

Chowgule & Company (Private) Ltd.

2370. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether M/s. Chowgule & Company (Private) Ltd., is registered under the Monopolies and Restrictive Trade Practices Act, and if so, the composition of the Board of Directors of the Company;

(b) who are its principal shareholders and number and percentage of shares held by each;

(c) the names of companies in which the Directors of Chowgule & Company (Hind) hold Directorship;

(d) whether there are charges of malpractices and irregularities against the present Managing Director of the Company; and

(e) if so, the outlines thereof and what action if any, has been taken on these charges?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b). Chowgule & Company Private Ltd. has been registered as an undertaking as required in section 26 of the Monopolies and Restrictive Trade Practices Act, 1969. According to the information field by the company at the time of registration, the directors of the company were: Shri V. D. Chowgule (Managing Director), Shri L. D. Chowgule and Shri Y. D. Chowgule. The entire share capital of Rs. 300.25 lacs of the company was held by these directors and their wives and sons.

(c) According to the latest information furnished by the Directors of Chowgule & Co. (Hind) Private Ltd., the information regarding other directorships held by them as on 21st February, 1972 was as follows:—

	Name of Director	Other Directorships
1	Shri P. D Chowgule	Nil
2	Shri S. D. Chowgule	(i) Chowgule Steamships Ltd. (Managing Director) (ii) Chowgule Chemicals Pvt. Ltd. (Director)

(d) and (e). A representation was received in the month of July 1973, from a member of the public making certain vague allegations about circumvention of the provisions of the Monopolies & Restrictive Trade Practices Act. The same could not be considered as the complainant had not identified himself fully to enable further clarification.

Submersion of Railway Track between Jwali and Guler stations of Kangra Valley Railway due to rise in water level of Pong Dam

2374. PROF. NARAIN CHAND PARASHAR: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Ministry of Irrigation and Power had informed the Railway authorities about the likely rise in the water level of Pong Dam which was expected to submerge the existing Railway track between Jwali and Guler Stations of Kangra Valley Railway;

(b) if so, the particulars of the communication addressed to the Railway authorities; and

(c) the maximum level to which the water has risen upto 31st October, 1973?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The railway authorities had been informed by a D.O. letter on 19th December, 1972 that 2½ out of 5 tunnels having been closed, the level in the Pong Dam reservoir could rise to 1280 ft. or higher in the event of high floods during the monsoon of 1973. Subsequently this matter had also been discussed in a meeting held on 3-1-1973 between officers of the Ministries of Irrigation and Power and Railways, and the representatives of the Himachal Pradesh Government. The lowest portion of the Jwali-Guler railway line in the area to be submerged by the reservoir is at elevation 1254 ft.

(c) The maximum water level in the reservoir was 1196.10 ft. on 27-7-1973. There were no heavy floods in the Beas during the monsoon of 1973.

Dismantling of Kangra Valley Railway Track (NG)

2375. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Kangra Valley Railway track (NG) was dismantled with effect from 1st April, 1973 in view of the expected rise in the waters of the Pong Dam and the time taken in the dismantling;

(b) whether during the last seven months which included the rainy season, the water level has never risen on a single occasion to the level of the old Railway track;

(c) whether the Railway track was dismantled without any strong basis for doing so; and

(d) if so, whether Government would fix the responsibility for this pre-mature dismantling which resulted in great inconvenience and hardship to the people of the area?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (d). The Beas Dam Authorities and the Ministry of Irrigation & Power advised the Railway in August 1972 that the impounding of water in the Pong Dam Reservoir will be done during the monsoon of 1973. As this would have submerged the existing railway line between Jawanwala Shahr and Guler and the permanent diversion between these two stations was not ready due to delay in handling over the land required therefor by the Beas Dam Authorities the Railway suspended train services beyond Jawanwala Shahr from 1st April, 1973 so as to reclaim the assets on the existing line before it is submerged. Out agencies were then opened at Kangra Nagrota, Palampur (HP),

Baijnath Paprola and Joginder Nagar to cater to the traffic needs of the people of that area. Since the mode of conveyance was changed from trains to buses and trucks, the people have to pay fare and freight as charged by the road operators. After the closure of the railway line, bus services have been augmented considerably by the MK Road Transport Corporation for clearance of passenger traffic. By and large, these arrangements appear to be adequate as no complaint has been received by the Railway. No complaint has either been received from Defence authorities regarding detention of Army personnel due to non-availability of buses.

It is now understood from the Ministry of Irrigation and Power that the impounding of water in the Pong Dam will be done in the monsoon of 1974. It is, however not possible to restore the track between Jawanwala Shahr and Guler because apart from the track, a number of girder bridges have also been dismantled. The question of fixing responsibility for the premature dismantling of track does not arise, as the dismantling of the track in April 1973 was necessitated by the then decision to impond the water in the Pong Dam in the monsoon of 1973.

Hydel Project on River Sutlej in Himachal Pradesh

2376. PROF. NARAIN CHAND PARASHAR: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Hydel Project at Nathpa Jhakari in Himachal Pradesh on the river Sutlej has been sanctioned;

(b) if so, the likely date when the construction work would start at this project; and

(c) the total expenditure involved and the likely date of its completion?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The Nathpa-Jhakri Hydel project in Himachal Pradesh is still under investigation.

(b) and (c). Do not arise.

Dieselisation of trains on Northern Railway during 1973-74

2377. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a phased plan has been prepared for dieselising the Railway trains on the Northern Railway; and

(b) if so, the trains likely to be dieselised during 1973-74?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Dieselisation of long distance overcrowded Mail/Express trains on all the Railways including Northern Railway is being done on a programmed basis having regard to the availability of diesel locomotives which are primarily required for the clearance of goods traffic.

(b) It is proposed to dieselise 51/52 Sealdah-Jammu Tawi Express on the broad gauge and 31/32 Delhi-Ahmedabad Janata Express on the metre gauge during the remaining months of 1973-74.

News regarding Gas

2378. SHRI SHASHI BHUSHAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the attention of Government has been invited to the news item appeared in the 'Navbharat Times' dated the 2nd November, 1973 under the heading "Gas par do ka akaadhikar"; and

(b) if so, the reaction of Government thereto and the steps taken to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir.

(b) The Indian Oil Corporation has 16 Indane Distributors in the Union Territory of Delhi and not 2 as came out in 'News item'. Out of these 16 Distributors, 12 are from the category of 'war widows' 1 from 'Ex-Servicemen' and 3 from 'Private' (including the 2 referred to in the 'News Item') who were appointed in the very early stages during 1964/1968. These two Distributors referred to in the 'News Item' are selling Indane partly through their own branches and partly through 12 Sub-distributors. The Distributors/Sub-Distributors are not in any way responsible for the present shortage of Indane in Delhi, the main reason for which is inadequacy of supplies because of the recent 'work to rule' and 'go slow' adopted by the Refinery Workers of Koyali which is the supply area for Delhi. The following steps have, however, been taken to normalise the situation:—

(i) Enrolment of new Customers has been temporarily stopped;

(ii) Filling facilities of other LPG Marketeers are being utilised wherever feasible.

(iii) The entire additional LPG production of IOC from Bombay Refineries is being sent to the Koyali area to augment supplies. The question of rationalising the agencies of the two big dealers who have a network of their own sub-dealers is under consideration of the I.O.C.

Shortage of Stationery in Railway Offices

2379. SHRI BHOLA MANJHI:
SHRI RAMAVATAR SHASTRI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is an acute shortage of stationery in Railway Offices;

(b) whether the items supplied in the Railway offices are of very inferior quality and their lives are short; and

(c) if so whether Government propose to order supply of good and sufficient quantity of stationery for proper and efficient maintenance of records?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No. There are however occasional shortages of some items of stationery on some Railways due to delay in supply or non-supply from the Central Stationery Office of the Government of India which supplies stationery to all Government offices.

(b) The quality of stationery supplied to Railway offices by the Controller of Stationery is the same standard quality as is being supplied to the other Government offices. Occasionally in respect of some items the quality is found inferior with consequent short life.

(c) Whenever inferior quality any item of stationery is noticed the matter is repored to the Controller of Stationery for appropriate action. Departmental direct purchases are arranged to meet shortfalls.

Criteria for allotment of allowance and recovery of rent

2380. SHRI BHOLA MANJHI:
SHRI RAMAVATAR SHASTRI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether on the Railways pay plus 40 per cent of pay (pay element in running allowance) is considered as pay for the allotment of accommodation and recovery of rent from running staff;

(b) if so, broad outlines as to how this is being done and if not, the reasons for the same;

(c) whether there is any violation of the procedure referred to in part (a) above; and

(d) if so, action taken to regularise the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Allotment of staff quarters is done according to the group of authorised pay scales to which an employee belongs and not according to the actual pay drawn by him. The rent charged to an individual in respect of the quarter supplied, is the assessed rent or 10 per cent of his emoluments whichever is less; in the case of staff drawing less than Rs. 220/- per month a lower limit of 7½ per cent instead of 10 per cent applies. Pay in the case of Running staff includes 40 per cent of pay in their scale, (representing pay element in the running allowance) which amount is also reckoned towards pay for purposes of fixation of pay, grant of City (Compensatory) allowance and House Rent Allowance and recovery of house rent.

(c) and (d). Does not arise.

Children Park at Barakar Railway Colony (Eastern Railway)

2381. SHRI BHOLA MANJHI:
SHRI RAMAVATAR SHASTRI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether like other stations there is no Chirdren's Park at Barakar Railway Colony (Eastern Railway);

(b) if so, the reasons therefor; and

(c) when it will be provided?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). A children's Park in Barakar Railway Colony is being provided within the current financial year.

निर्वाचन क्षेत्रों के परिसीमन संबंधी सरकारी प्रस्तावों का अंग्रेजी और हिन्दी भाषाओं में प्रकाशन

2382. **श्री फूलचन्द वर्मा :** क्या **विधि, न्याय और कम्पनी कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राज्यों के निर्वाचन क्षेत्रों के परिसीमन के लिए सरकारी प्रस्ताव अंग्रेजी और हिन्दी दोनों भाषाओं में प्रकाशित नहीं किए जाते; और

(ख) इस सम्बन्ध में वैधानिक स्थिति क्या है ?

विधि, न्याय और कम्पनी कार्य मंत्रालय में राज्य मंत्री (श्री नीतिराज सिंह चौधरी): (क) और (ख). 1976 के आरम्भ में होने वाले लोक सभा के छठे साधारण निर्वाचन से काफी पहले निर्वाचन क्षेत्रों के परिसीमन कार्य को पूरा करने के लिए परिसीमन आयोग को उपलब्ध कम समय का ध्यान रखते हुए सरकार ने अहिन्दी भाषी राज्यों की बाबत निर्वाचन-क्षेत्रों के परिसीमन के लिए इसके प्रस्तावों के हिन्दी अनुवादों को प्रकाशित करने से आयोग को छूट प्रदान कर दी है । तथापि, हिन्दी भाषी राज्यों से सम्बन्धित संसदीय और विधान सभा निर्वाचन-क्षेत्रों के परिसीमन के प्रस्ताव भारत के राजपत्र और संबंधित राज्य के राजपत्र में हिन्दी और अंग्रेजी दोनों में प्रकाशित किए जाते हैं ।

निर्वाचन आयोग में हिन्दी अनुवाद का प्रबंध

2383. **श्री फूलचन्द वर्मा : विधि, न्याय और कम्पनी** कार्य मंत्री यह बताने की कृपा करेंगे कि ।

(क) क्या निर्वाचन आयोग में हिन्दी अनुवाद के लिए पर्याप्त व्यवस्था है;

(ख) यदि नहीं, तो इस संबंध में क्या कदम उठाये जा रहे हैं; और

(ग) यदि हां, तो अंग्रेजी प्रकाशनों के हिन्दी अनुवाद अत्यधिक देरी से अथवा बिल्कुल प्रकाशित न किए जाने के क्या कारण हैं ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री एच० आर० गोखले) : (क) से (ग). निर्वाचन आयोग के दिन प्रतिदिन के हिन्दी अनुवाद कार्य की वर्तमान व्यवस्था, कुल मिला कर, पर्याप्त है । तथापि, आयोग के कार्य में हिन्दी के प्रयोग में वृद्धि और परिसीमन आयोग से सम्बन्धित हिन्दी अनुवाद कार्य के परिमाण को ध्यान में रखते हुए, निर्वाचन आयोग की हिन्दी यूनिट में वर्तमान कर्मचारियों की संख्या में वृद्धि करने का प्रश्न सरकार के विचाराधीन है । आयोग द्वारा अपने प्रकाशनों को, जहां कहीं आवश्यक हो, यथाशीघ्र हिन्दी में अनुदित कराने के लिए हर सम्भव प्रयास किया जा रहा है ।

निर्वाचन आयोग द्वारा उत्तर प्रदेश की हिन्दी भाषी जनता से अंग्रेजी में सुझाव मांगा जाना

2384. **श्री फूलचन्द वर्मा**: क्या **विधि, न्याय और कम्पनी कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या निर्वाचन आयोग द्वारा उत्तर प्रदेश की हिन्दी भाषी जनता को निर्वाचन क्षेत्रों के परिसीमन के बारे में अपने टिप्पण तथा सुझाव अंग्रेजी में भेजने की सलाह दी गई है ;

(ख) यदि नहीं, तो इस बारे में वस्तु स्थिति क्या है ;

(ग) यदि हां, तो इसके क्या कारण हैं;

(घ) इस बारे में वैधानिक स्थिति क्या है; और

(ङ) क्या परिसीमन आयोग में परिसीमन कार्य के हिन्दी अनुवाद के लिए पर्याप्त व्यवस्था नहीं है ?

विधि, न्याय और कम्पनी कार्य मंत्रालय में राज्य मंत्री (श्री नीतिराज सिंह चौधरी) : (क) से (घ). भारत के राजपत्र में प्रकाशित परिसीमन आयोग की अधिसूचना में उत्तर प्रदेश राज्य में संसदीय तथा विधान तथा सभा निर्वाचन क्षेत्रों के परिसीमन संबंधी प्रस्तावों के साथ ही एक उपबन्ध और भी अन्तर्विष्ट था, जिसमें इन प्रस्तावों की बाबत आपत्तियां या सुझाव मांगे गए थे । उसमें अन्य बातों के साथ ही यह भी उल्लिखित था कि आपत्तियां और सुझाव अंग्रेजी में भेजे जाने पर शीघ्र विचार करना आसान होगा तथापि, आयोग की अधिसूचना में यह बात नहीं कही गई है कि आपत्तियां और सुझाव केवल अंग्रेजी में ही भेजे जाएं । वास्तव में, आयोग द्वारा विभिन्न स्थानों में आयोजित अपनी सार्वजनिक बैठकों में ऐसी आपत्तियों और सुझावों पर विचार किया गया है, जो जनता से हिन्दी में प्राप्त हुए थे । आयोग ने आगे जारी की जाने वाली अपनी ऐसी अधिसूचनाओं में, जिनमें हिन्दी भाषी क्षेत्रों के संसदीय और विधान सभा निर्वाचन क्षेत्रों के परिसीमन संबंधी प्रस्ताव अन्तर्विष्ट हों, आपत्तियों और सुझावों को अंग्रेजी में भेजे जाने का कोई निर्देश न करने का निर्णय किया है ।

(ङ) परिसीमन आयोग से संबंधित हिन्दी अनुवाद के कार्य के लिए वर्तमान व्यवस्थाएं कुल मिलाकर पर्याप्त हैं । इस संबंध में और सुधार किए जाने का प्रश्न विचाराधीन है ।

विदेशों में भारतीय दूतावासों में रेलवे सलाहकार

2385. **श्री अम्बेश** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विदेशों में जैसे अमरीका, फ्रांस, जर्मनी और रूस स्थित भारतीय दूतावासों में रेलवे सलाहकार भी होते हैं ;

(ख) यदि हां, तो गत तीन वर्षों में वर्षवार ऐसे सभी सलाहकारों पर कितना व्यय हुआ है और इस पद का क्या महत्व एवं आवश्यकता है; और

(ग) इन पदों को समाप्त न किये जाने के क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री(श्री मुहम्मद शफी कुरैशी) : (क) (1) ब्रिटेन में लंदन और बंगलादेश में ढ़ाका में एक-एक रेलवे सलाहकार ;

(2) फ्रांस में पेरिस, स्विटजरलैण्ड में बर्न और पश्चिम जर्मनी में बोन में एक-एक उप रेलवे सलाहकार; और

(3) जापान में टोकियों में एक द्वितीय सचिव (वैज्ञानिक एवं तकनीकी)। संयुक्त राज्य अमरीका और सोवियत रूस स्थित भारतीय दूतावासों में इस समय कोई रेल अधिकारी नियुक्त नहीं है।

(ख) इन अधिकारियों पर अनुमानित व्यय इस प्रकार रहा :—

वर्ष	व्यय
1971–72	9,32,000 रुपये
1972–73	9,00,000 रुपये
1973–74	5,78,000 रुपये

ये अधिकारी सम्बन्धित भारतीय मिशनों को रेलों से सम्बन्धित मामलो में राय देते हैं और उन रेल उपस्करों का सीधे निरीक्षण करते हैं जिनके लिए विदेशों में आर्डर दिया जाता है।

(ग) देश में उत्पादन बढ़ जाने से रुपयों के हिसाब से उपस्करों का आयात घट गया है लेकिन कुछ अत्यन्त परिष्कृत मदों और उन मदों का अभी भी निर्यात करना होगा जिनका भारत में पर्याप्त मात्रा में निर्माण नहीं होता। यह देखा गया है कि निरीक्षण का काम अपने अधिकारियों द्वारा कराया जाना कम खर्चीला है बनस्बित इसके कि उसे सम्बन्धित देशों की राष्ट्रीय रेलों द्वारा भुगतान के आधार पर कराया जाये। अतः विदेश में इन पदों को समाप्ति नहीं किया जा रहा है किन्तु उन्हें न्यूनतम रखा जा रहा है। लेकिन यह उल्लेखनीय है कि 1-7-1972 से वाशिंगटन, संयुक्त राज्य अमरीका में अटेची (तकनीकी) का एक पद समाप्त कर दिया गया है ?

Shifting of Head Office of Railway Protection Force and Vigilance from Delhi/New Delhi

2386. SHRI AMBESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Head Office of Railway Protection Force and (Vigilance Directorate) are in Delhi/New Delhi;

(b) whether it is proposed to shift the office outside Delhi/New Delhi;

(c) if so, the time by which that would be done; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, in New Delhi.

(b) No.

(c) Does not arise.

(d) Full fledged Security and Vigilance organisations function on each Zonal Railway. The Security and Vigilance Directorates are the apex bodies of the entire Security and Vigilance organisations on the Railways and form an integral part of the Ministry of Railways, from which they cannot be separated.

रूस के साथ किया गया करार

2387. **श्री शिव कुमार शास्त्री** : क्या पैट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पैट्रोलियम और रसायन मंत्रालय के सचिव, श्री पी० के० दवे की अध्यक्षता

में एक भारतीय प्रतिनिधि मण्डल ने हाल ही में रूस के साथ करार पर हस्ताक्षर किये हैं और

(ख) यदि हां, तो उस करार की रूप रेखा क्या है ?

पैट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) (ख) तेल और प्राकृतिक गैस आयोग को उसकी तेल अन्वेषण विकास एवं उत्पादन क्रियाओं में सोवियत सहायता के पुनरीक्षण के लिये विचार विमर्श करने के लिए पैट्रोलियम रसायन मंत्रालल के सचिव श्री पी० के० दवे के नेतत्व में एक प्रतिनिधि मंडल अक्टूबर, 1973 में सोवियत संघ गया था। विचार विमर्श की समाप्ति पर, भारत सरकार की ओर से श्री पी० के० दवे और सोवियत संघ की ओर से सोवियत संघ के तेल उद्योग उप-मंत्री श्री द० अ० तकाव ने एक रिकार्ड नोट पर हस्ताक्षर किये। इस रिकार्ड नोट में तेल और प्राकृतिक गैस आयोग को सयत्रों की सप्लाई विशेषज्ञों को भेजे जाने तथा भारतीय तकनीकीविदों के प्रशिक्षण द्वारा भावी सोवियत सहायता पर की गई सिफारिशों तथा लिये गये निर्णयों का चित्रण किया गया है।

प्रतिनिधि मंडल में औरो के अतिरिक्त तेल और प्राकृतिक गैस आयोग के चेयरमैन श्री बी० एस० नेगी भी सम्मिलित थे। इस प्रतिनिधि मंडल के वहां होने के दौरान श्री बी० एस० नेगी ने तेल और प्राकृतिक गैस आयोग की ओर से सोवियत सघ के वी० ओ० तेक्नो एक्सपोर्ट के साथ 148.62 लाख रुपये कुल मल्य के मशीनरी सयत्रों सामग्री और अतिरिक्त पुर्जों की सप्लाई के लिये एक करारनामें पर 19 अक्टूबर, 1973 को कस्ताक्षर किये।

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गाड़ियों में प्रथम श्रेणी के डिब्बों की जीर्ण-क्षीण अवस्था

2388. **श्री शिव कुमार शास्त्री** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(के) क्या अधिकांश सवारी, एक्सप्रेस और मेल गाडियों में जोड़े जाने वाले प्रथम श्रेणी के डिब्बे बहुत ही जीर्णअवस्था में हैं ;

(ख) क्या उनमें लगे हुए पंख ठीक हालत में नहीं है जिसके परिणामस्वरूप यात्रियों को बहुत असुविधा होती है)

(ग) यदि हां, तो असुविधाजनक बोगियों की हालत सुधारने के लिये क्या रेल मंत्रालय का सर्वेक्षण करने का विचार है; और

(घ) यदि हां, तो प्रस्ताव की मुख्य बातें क्या हैं ?

रेल मंत्रालय में उपमंत्री (श्री महम्मद शफी करेशी): (क) और (ख) पहले दर्जे की बोगियों में कतिपय सुविधाओ के अभाव सम्बन्ध में, जिनसे कि यात्रियों को असुविधा होती है कुछ शिकायतें प्राप्त हुई हैं।

(ग) और (घ) इन शिकायतों की शीघ्रता पूर्वक जांच की जाती है और उन्हें दूर करने के उपाय किये जाते हैं। इस प्रकार के मामलों पर रेल प्रशासन नियमित रूप से निगाह रखता है।

Work on Beas-Sutlej Water Project

2389. SHRI BIRENDER SINGH RAO: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the work on the Beas-Sutlej Water Project is going on according to the schedule;

(b) if so, the total amount spent on this project so far; and

(c) the time by which the project is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (and (c). The work on Pandoh Dam and the Diversion Tunnel is going on almost according to the revised schedule and is expected to be completed by 1975.

(b) The total amount spent on this Project to end of September 1973, is Rs. 159.53 crores.

गरीबों को निःशुल्क कानूनी सहायता उपलब्ध कराने के लिये की गई कार्यवाही

2390. **श्री अटल बिहारी वाजपेयी :** क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) गरीब जनता को निःशुल्क और सस्ता न्याय दिलाने के लिये नियुक्त समिति के प्रतिवेदन पर क्या कार्यवाही की गई है; और

(ख) उनको यह सहायता कब तक उपलब्ध करा दी जाएगी ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री एच० आर० गोखले) : (क) और (ख). रिपोर्ट की जांच करने के लिये एक उपसमिति की स्थापना की गई है और इसकी अब तक पन्द्रह बैठकें हो चुकी हैं। ऐसी आशा की जाती है कि रिपोर्ट की जांच पर शीघ्र ही विचार कर लिया जाएगा किन्तु वह तारीख निर्धारित करना कठिन है जिससे कि गरीबों को कानूनी सहायता उपलब्ध करा दी जाएगी। इसका कारण यह है कि सरकार उन राज्य सरकारों की रायों पर भी विचार करना चाहती है जिन्होंने अपने अपने राज्यों में इस प्रकार की कतिपय स्कीमों के कार्यकरण के परिणामस्वरूप अनुभव प्राप्त किया है।

New Railway Lines in Kerala in Next Five Years

2391. SHRI A. K. GOPALAN: Will the Minister of RAILWAYS be pleased to state which of the new Railway lines are going to be established in Kerala in the next five years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Construction of a new B.G. line from Tirunelveli to Trivandrum *via* Nagercoil with a branch line to Kanya Kumari, which falls partly in Kerala is in progress. The line will be completed in 1976-77, subject to availability of funds. Proposals for further new lines to be taken up in the Fifth Five Year Plan have not yet been finalised. It is, therefore, not possible to say at this stage as to which new lines will be considered for construction in Kerala during the next five years.

Electrification of Mangalore-Trivandrum and Ernakulam Madras Railway Lines

2392. SHRI A. K. GOPALAN: Will the Minister of RAILWAYS be pleased to state whether Government are considering about the electrification of Railway lines from Mangalore to Trivandrum and Ernakulam to Madras?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): No such proposal is under Government consideration at present.

Demonstration by North Eastern Railway Mazdoor Union at Samastipur on 30-10-1973

2389. **SHRI BIRENDER SINGH RAO:** the Minister of RAILWAYS be pleased to state:

(a) whether a big demonstration by the North Eastern Railway Mazdoor Union affiliated to the A.I.T.U.C. was held on 31st October, 1973 at Samasti-

pur and certain demands were presented to the Railway Minister; and

(b) if so, the gist thereof and Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, there was some sort of a demonstration by a handful of persons.

(b) The demands briefly are as follows:—

(i) Need based minimum wage.

(ii) Fixation of pay of the serving employees in the new scales on the basis of point to point fixation.

(iii) 100 per cent neutralisation of dearness.

(iv) Implementation of Pay Commission's recommendations from 1-3-1970.

(v) Grant of bonus at the rate of 8.33 per cent to Railwaymen.

(vi) Recognition of the N.E. Railway Mazdoor Union.

(vii) Assessment of rent for quarters should be done separtely for N.F. Railway and the pooling order issued by Railway Board for N.E. and N.F. Railways should be cancelled.

(viii) The alleged victimisation of certain workers for their trade union activities should be set right.

(ix) Flood advance to be granted to staff who hail from the flood affected dstricts in U.P. and Bihar.

(x) The carde position should be reviewed and wherever casual labour are engaged against maintenance posts, such labour should be given the regular scale of pay.

(xi) The casual labour on screened panel should be posted against the regular posts and the panel should not be declared as inoperative.

(xii) The casual labour who have not been screened should be duly screened and appointed against regular posts.

(xiii) Rate of daily wages for casual labour should be fixed on the basis of 1/30th of the wages which are paid to their counterparts in time scales.

Such issues are raised from time to time by the recognised labour organisations and are jointly settled through discussions in the meetings of the Permanent Negotiating Machinery and the Joint Consultative Machinery at different levels. Most of the demands enumerated above have actually been considered and such action as is feasible is taken.

Reducing Production of DMT by Gujarat Petro-Chemical

2394. SHRI D. D. DESAI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Gujarat Petro-Chemicals has slashed the production of DMT by 25 per cent from August, 1973;

(b) if so, whether Government are aware that this has added to the shortage of polyester fibre filament yarn; and

(c) if so, the steps Government are taking to restore the DMT production to its pre-August level?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) The Indian Petro-Chemicals Corporation has had to shut down its DMT plant in the third week of August 1973 for want of the principal raw material Paraxylene.

(b) Yes, Sir.

(c) The foreign collaborators for this project are attending to the repairs in the paraxylene plant on an urgent basis. Possibility of import of paraxylene is also being explored in order to restart the DMT plant at the earliest.

Effect of increase in prices of Lubricants on Power Industry

2395. SHRI B. S. BHAURA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Power Industry would be affected by the increase in the price of lubricants; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) Yes, to some extent.

(b) Different categories and grades of lubricants are used in the power industry. Insulating oil used in transformers and switchgears is clubbed with lubricating oils for the purposes of price increase. Lubricants are also widely used in power plants. The cost increase will, therefore, increase the cost of these equipments. The running cost will be affected only to a small extent.

Setting up of a Joint Irrigation and Hydel Projects between Maharashtra and Madhya Pradesh

2396. SHRI B. S. BHAURA:
SHRI M. S. SIVASWAMY:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether any decision has been taken to set up Joint irrigation hydel projects between Maharashtra and Madhya Pradesh;

(b) if so, the main features thereof; and

(c) whether any other State has agreed to set up such Joint projects?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The Bagh irrigation project and the Pench hydro-electric projects are being constructed as joint ventures of the Governments of Madhya Pradesh and Maharashtra.

Bagh Project is estimated to cost Rs. 15.22 crores, of which Rs. 11 crores of the share of Maharashtra and will benefit 33,670 ha. in Maharashtra and 10,800 ha. in Madhya Pradesh. The cost and benefits are to be shared between Maharashtra and Madhya Pradesh in the ratio of 3:1.

Pench hydro-electric project, estimated to cost Rs. 28.28 crores will have a firm power output of Rs. 28.5 MW. The cost and benefits are shared between Maharashtra and Madhya Pradesh in the ratio of 1:2.

The two States are also carrying out investigations for the Bhopalapatnam, Bawanthadi, Kalisarar and Upper Tapi Projects.

(c) Several projects have been executed as joint ventures and some more are under construction. These are indicated below:—

Name of the Project	Present Position	Concerned States
Bhakra-Nangal	Completed	Punjab, Haryana and Rajasthan
Machkund .	Completed	. Andhra Pradesh and Orissa
Tungabhadra	Nearing completion	Karnataka and Andhra Pradesh
Chambal	Nearing completion	Rajasthan and Madhya Pradesh
Beas Unit I & II	Under construction	. Punjab Haryana and Rajasthan
Balimela Dam	Do	Andhra Pradesh and Orissa
Mahi Bajajsagar .	Do	Rajasthan and Gujarat
Gandak	Do	Uttar Pradesh and Bihar
Damanganga	Do	Gujarat, Goa, Daman & Diu and Dadra and Nagar Haveli

Agreements have also been reached to construct the following projects as joint ventures:—

Bansagar . . Madhya Pradesh, Bihar and Uttar Pradesh

Cholatipuzha Tamil Nadu and Kerala

Steps taken to run Railways properly and efficiently

2397. SHRI S. C. SAMANTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are running into loss and are facing financial difficulties;

(b) if so, the reasons therefor; and

(c) the steps taken to run the Railways properly and efficiently?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes. Profit and Loss Account is drawn up on an annual basis at the close of the financial year. The exact amount of loss will come to light only on the compilation of final accounts. It is apprehended, however, the loss would be substantial.

(b) That the Railways will close with a substantial loss in the current year is foreseen on account of the following reasons:

(i) Shortfall in earnings; in the first 6 months of the year Railways carried 8.06 million tonnes of freight traffic less than the target for the period;

(ii) Additional expenditure, not included in the Budget Estimates, on account of additional dearness allowance sanctioned with effect from 1st May, 1973 and 1st August, 1973, aard of Board of Arbitration in respect of Loco Foremen and Gangmen and recommendations of the Pay Commission etc.

(c) Continuous efforts are being made to effect economy in working expenses and increase earnings.

Advantage of Railway Users Consultative Committees

2398. SHRI S. C. SAMANTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the various Railway Users, Consultative Committees have proved of some advantage to the Railways;

(b) whether such Committees have any effective role to play or they are only ornamental;

(c) the reasons why the various administrative personnel and heads generally turn down even the most reasonable demands of such Committees; and

(d) the steps being taken to tone up such bodies?

THE DEPUT MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) and (c). These Commitees play useful role in undrstanding the probblems of rail users and effecting improvements in rail services wherever needed. Suggstions received/discussed at the meetings of these Committees are examined and implemented to the extent feasible. Generally, proposals not accepted are those as lacking financial justification or are not otherwise feasible for want of line power and terminal capacity.

(d) Instructions have been issued to the Railways to (i) make the Zonal Railway Users' Consultative Committees more broad-based in character by including in each Committee a representative from an important social service organisation and one well known retired educationist and (ii) activise the functioning of Station Consultative Committees.

Pong Dam oustees settled in Rajasthan upto October, 1973

2399. SHRI VIKRAM MAHAJAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the number of Pong Dam oustees who have so far been settled in Rajasthan till the 31st October, 1973 and the number who are still waiting resettlement; and

(b) the time by which all the Pong Dam oustees are likely to be settled?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). 7,274 Pong Dam Oustees have so far been allotted land in the Rajasthan Canal area. Of these, 4,606 have taken possession of the land. Applications from 2,788 more oustees have been received for allotment of land. Further allotments will be made as soon as the irrigation system is extended further in the Rajasthan Canal area.

Kangra Valley Railway

2400. SHRI VIKRAM MAHAJAN: Will the Minister of RAILWAYS be pleased to state the progress made in respect of Kangra Valley Railway till the 31st October, 1973?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The overall progress achieved upto end of October, 1973 is 30 per cent.

India looking for Oil concession abroad

2401. SHRI SHRIKISHAN MODI:

SHRI K. LAKKAPPA.

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether India is looking for oil concessions in other countries on the lines it has obtained in Iraq;

(b) if so, which are those countries; and

(c) whether any country has been approached?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir.

(b) and (c). It is considered not in public increase to disclose these and other connected details at this stage.

Railway employees' demonstration at rail bhavan on 25th September, 1973

2402. SHRI SHRIKISHAN MODI:

SHRI P. GANGADEB:

Will the Minister of RAILWAYS be pleased to state:

(a) whether several thousand Railway employees held demonstration at Rail Bhavan on the 25th September, 1973;

(b) whether Railwaymen had submitted any memorandum to him; and

(c) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Certain employees pertaining to the Northern Railway assembled in front of Rail Bhavan on 25th September, 1973 and later presented a memorandum to the Minister for Railways.

(c) The memorandum related to the following issues:—

(i) Functioning of the P.N.M. Machinery on Railways.

(ii) Unity amongst Railwaymen.

(iii) Demand for an autonomous corporation for Indian Railways.

(iv) Recommendations of the Pay Commission.

(v) Bonus for Railwaymen.

(vi) Application of the Factory Act to the Loco Sheds etc.

(vii) Duty hours of Railway staff.

(viii) Gazetted holidays for open line staff.

(ix) Supply of foodgrains through subsidised grain shops.

(x) Delay in payment of wages and dues to Railway employees.

(xi) Implementation of the Awards of the Board of Arbitration.

12.00 hrs.

MESSAGES FROM RAJYA SABHA

SECRETARY-GENERAL: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha—

(i) "In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Payment of Bonus (Second Amendment) Bill, 1973, which has been passed by the Rajya Sabha at its sitting held on 21st November, 1973."

(ii) "In accordance with the provisions of rule 115 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 26th November, 1973, agreed to the following amendments made by the Lok Sabha at its sitting held on the 15th November, 1973 in the Authorised Translations (Central Laws) Bill, 1972:—

Enacting Formula

1. That at page 1, line 1,—

for "Twenty-third" *substitute* "Twenty-fourth"

[Secretary General]

Clause 1

2. That at page 1, line 4,—*for* "1972" *substitute* '1973"."

(iii) "In accordance with the provisions of rule 115 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 26th November, 1973 agreed to the following amendment made by the Lok Sabha at its sitting held on the 19th November, 1973 in the Homoeopathy Central Council Bill, 1973:—

The Second Schedule

That at page 14, line 34,—

for "MYSORE" *substitute* "KARNATAKA"."

12.01 hrs.

PAYMENT OF BONUS (SECOND AMENDMENT) BILL

SECRETARY-GENERAL: Sir, I lay on the Table of the House the Payment of Bonus (Second Amendment) Bill, 1973, as passed by Rajya Sabha.

12.1¼ hrs.

RE. BUSINESS OF THE HOUSE

SHRI S. M. BANERJEE (Kanpur): May I make a submission on the Order Paper of today? Under item No. 8 we are going to discuss the report of the ICAR Inquiry Committee. This report was laid on the Table of the House but it has not been circulated to the Members. Yesterday, I enquired at the counter and I was told that the copies of the report were not made available for distribution. Now that we are going to have a discussion, I would suggest that it should be postponed and the reports should first be made available to the Members. I know that the copy of the report is in the Library. Some copies are available there, but it is not available to everyone who wants it.

अध्यक्ष महोदय : आप सीधे क्यों नहीं कहते कि आप शाम को फ्री होना चाहते है ?

श्री एस ० एम ० बनर्जी: नहीं अध्यक्ष महोदय, कापीज अवेलेबल नहीं हैं। मैंने कल भी पूछा था। मैं ही सिर्फ नहीं हूं। मैंने दूसरे मेम्बरों से भी पूछा था। वह अवेलेबल नहीं हैं।

SHRI INDRAJIT GUPTA (Alipore): May I add my voice to that of Shri S. M. Banerjee? This is a very important matter, and in order to do justice to this debate which has been put down for today, if I may say so, rather suddenly—till the copies of the date on which it has come, has come rather suddenly—till the copies of the report are available to the Members, the discussion should be postponed. There are just one or two copies available in the Library. Some more copies should be made available before we have the debate. Otherwise, we shall not be able to do justice to it.

MR. SPEAKER: Do hon. Members want the debate to be postponed?

SHRI INDRAJIT GUPTA: If it is possible to postpone it by a few days, it would be better and I think it would be more profitable.

SHRI S. M. BANERJEE: The copies should be made available to all.

MR. SPEAKER: I think the House should have no objection to it.

SHRI S. M. BANERJEE: At four O'clock, the discussion on the IAC lock-out can start instead of this.

MR. SPEAKER: Only one out of the four Members sponsoring the discussion is demanding this. The other three are absent here. I should have got their concurrence also for the postponement.

SHRI SEZHIYAN (Kumbakonam): They would have no objection to postponement....

SHRI S. M. BANERJEE: I am not objecting. Personally, I have read the report.

MR. SPEAKER: I can manage the concurrence of the Members who appear third and fourth in the list, but the hon. Member will have to manage in respect of the first one.

SHRI S. M. BANERJEE: Shri Samar Guha will not be agreeing with me.

MR. SPEAKER: This discussion was to have come up at 4 p.m. Now, the first discussion would come at 4 p.m.
.....

SHRI S. M. BANERJEE: Item No. 7 will now come up at 4 p.m.

MR. SPEAKER: That will come in time now. That will come at the appointed time at four O'clock. But I think we can shift it to a little later at 5 p.m.

श्री मधुलिमये (मुंगेर): दो बजे यह शुरू कर दीजिए इंडियन एयर लाइन्स वाली बहस ।

MR. SPEAKER: The other business also is expanding. They would have to take the time for that out of the time of the House today. That will be dislocating some other business on some other day, and so, that business can be transacted today to make up for the lost time.

अगर आप को किसी और दिन का टाइम लेना है तो उस दिन वे ले बिजनेस की आज गुंजाइश निकाल लेंगे । टाइम को वेस्ट थोड़ी करना ।

We shall fix this debate scheduled at item No. 7 at 5 p.m. today.

The other business will proceed in the normal way upto 5 p.m. At 5 p.m. No. 7 will start—I understand there is a difficulty. The office is not prepared to take up any responsibility for Shri Samar Guha; other can be managed.

SHRI S. M. BANERJEE: I am also unable to take any responsibility. How can I?

MR. SPETKER: This is because he was given an express understanding by us that it would come today. He does not happen to be here. He may be coming later on. If he does not come, well and good.

SHRI SEZHIYAN: He is here.

अध्यक्ष महोदय : वह आएंगे तो देखेंगे ।

SHRI INDRAJIT GUPTA: There should be no objection to postponing it. When the debate comes again, he will speak.

MR. SPEAKER: He was after me for many days and we fixed it for today.

श्री इन्द्रजीत गुप्त उन की कन्वीनिएंस के मुताबिक फिक्स कर दीजिए ।

सभापति महोदय : ठीक है, देख लेंगे ।

SHRI SEZHIYAN: The IA lockout discussion can be taken up at 5 p.m. provided the ICAR discussion is postponed.

MR. SPEAKER: Normally, the House has got the full authority. It can decide about the whole matter. The consensus in the House seems to me to be that it may be postponed. But what if Shri Samar Guha comes and objects? He has been pursuing this for many days.

SHRI S. M. BANERJEE: A date can be fixed in consultation with him.

MR. SPEAKER: I do feel that perhaps he may not like it, though the decision of the House is there and my decision is there. We will try to persuade him. Prof. Dandavate is there; he knows it very well.

PROF. MADHU DANDAVATE (Rajapur): Provided it is not dropped.

MR. SPEAKER: It will never be dropped. If No. 7 is taken up at 5 that one hour.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): May I take it that the second discussion fixed for today is postponed?

MR. SPEAKER: The discussion on the IA lockout is postponed to 5 p.m. today. The other discussion is postponed to another day

12.07 hrs.

MATTER UNDER RULE 377

FAILURE OF GOVERNMENT TO PRESENT ADMINISTRATIVE REPORT OF THE MRTP COMMISSION FOR 1972

PROF. MADHU DANDAVATE (Rajapur): Mr. Speaker, with your permission, I am raising an important issue under rule 377

The House may recall that that on 15 May 1973 I had sought the permission of the House to raise a privilege issue against the Minister of Company Affairs for the failure of Government to present all the reports of the Monopolies and Restrictive Trade Practices Commission as required by the mandatory provisions of S. 62 of the MRTP Act, 1969. When I raised that issue, I had also placed before you the categorical wording of the section which said:

> "The Central Government shall caused to be laid before both Houses of Parliament an annual report and every report which may be submitted to it by the Commission from time to time pertaining to the execution of provisions of the Act."

Since these reports were not submitted to us, I sought your permission to raise the privilege issue. On that occasion, the hon. Minister told us after consulting legal opinion from the Attorney-General that even the Attorney-General had told them that Government had violated the provisions of the Act.

Therefore, in this House, an unqualified apology was offered by the Minister of Company Affairs for the failure of the Government to present the MRTP report. Since my only object was to ensure that in the future these reports will come to the House. I did not insist on the privilege issue, and the issue was dropped on the categorical assurance by the Minister that in the future all the reports will be presented before both the Houses.

Again, we find today that the administrative report of the MRTP Commission for the year 1972 has already been submitted by the Commission to the Government but that the Government has slept over the report and the report has still not been presented to both the House. In addition to the administrative report for 1972 there are a number of reports in individual cases which are of a very important character and which are related to the policy matters regarding monopolies in this country. Even those reports have not come before the House. If this is so, the unqualified apology of the Minister given on the 15th May, 1973 becomes meaningless. Therefore, I would seek your protection to intervene in the matter, pull up the Government and reprimand the Minister concerned that in the future this is not going to be tolerated.

I may point out in the end that if these reports were not to come before us, there might be difficulties. Concrete cases are there, as in the case of the Hindustan Lever, where the policies regarding monopolies were sought to be violated by the recommendations of the MRTP Commission, and had they not been placed before the House, they would not have come before the House, and there

would not have been any discussion. Therefore, it is very likely that all these individual reports have been kept away from Parliament because probably there might be violations of policy. Therefore, I request you to ask the Minister to make a categorical statement and let us know the position why these reports, administrative as well as individual, have not been placed before Parliament.

SHRI N. K. SANGHI (Jalore): I have also sent a notice under rule 377.

MR. SPEAKER: Anyway, I have already given my observations on this point a number of times. He will personally look into it again.

PROF. MADHU DANDAVATE: He is present in the House.

SHRI INDRAJIT GUPTA (Alipore): We would like to know why the reports are not being laid before the House.

श्री मधु लिमये (बांका) : अध्यक्ष महोदय, मेरा प्वाइन्ट आफ आर्डर है। टैरिफ कमीशन का मामला भी यहां उठा था, उस की भी 5–6 रिपोर्ट थी और आप ने कहा था कि इनको सभा के सामने न रखा यह गलत हुआ है, उस के बाद मंत्री ने माफी मांगी थी। पिछले बजट सत्र में गोखले साहब ने भी माफी मांगी थी। अब कितनी दफा, अध्यक्ष महोदय, ऐसा होगा ? आप कहते है यह इम्प्रोप्राइटी का मामला है, इस को कब तक प्रिवलेज का मामला बनाया जायगा। एक दफा हो गया दो दफा हो गया, पचास दफा हो गया, 100 दफा हो गया, शिशुपाल के जब सौ अपराध हो गया तो कृष्ण भगवान ने सुदर्शन चक्र चलाया था, अब आप भी सुदर्शन चक्र चलाइये

व्यवधान

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): It is no doubt true that after the legal position was clarified, I did come and make a statement in this House saying that there was an obligation on the Government to place the reports of the Commission before the two Houses of Parliament, and at that time, I said that if we were guilty of anything, we are sorry. But the position is, in the past this was not done because there was a backlog of a number of years where the reports have not been placed. But, after I gave the assurance,--although I got notice of this matter being raised today only just now I do not have the figures—quite a number of reports have already been placed on the Table of the House. After I gave the assurance, seven or eight other reports which are being cyclostyled and are being prepared for being placed on the Table of the House will be placed on the Table of the House on Tuesday, next week.

So far as the administrative report is concerned, to which the hon. Member specifically referred, it is a bigger report and it is in the press. It will be placed before the House in the current session of Parliament. There is no intention to keep back any report from the House. That was the assurance given by me: because of the backlog which had accumulated over the years, as and when the reports are got ready, we place them before the House, and we will do so as quickly as possible.

PROF. MADHU DANDAVATE: Are you satisfied, Sir? We would like to know from you whether you are satisfied with the explanation.

MR. SPEAKER: When once I have made my observation and since then the matter is already being expedited, what else do you want? Do you want that every day I should come with this observation?

श्री मधु लिमये : मैंने कहा है कि आप सुदर्शन चक्र चलाइये।

अध्यक्ष महोदय : आप के कहने के मुताबिक मुझे और कोई काम नहीं है, सारा दिन सुदर्शन चक्र चलाया करूं ।

श्री मधु लिमये : यह कोई मेरा व्यक्तिगत मामला नहीं है, निजी मामला नहीं है, यह सदन की गरिमा का, लोकतन्त्र की गरिमा का मामला है । आप कुछ ऐसा आभास पैदा करते हैं कि मेरे बीच में और आप के बीच में कोई मामला है । न इस में आप दोषी हैं और न हम दोषी है ।

श्री शंकर दयाल सिंह (चतरा) : अध्यक्ष महोदय, ये तो खुद शिशुपाल का पार्ट कर रहे हैं, । अगर सुदर्शन चक्र चला तो इन्हीं वध होगा ।

12.16 hrs.

PRESS COUNCIL (AMENDMENT) BILL—*contd.*

SHRI P. G. MAVALANKAR (Ahmedabad): I was saying yesterday that the hon. Minister, Shri Gujral thought that this Bill was a simple measure and that it did not merit much further discussion. The entire debate that has gone on has shown that a number of important and serious implications of the functioning of the Press Council and the larger concept of the freedom of the Press in this country are involved. I was somewhat surprised when the hon. Minister said: "Unfortunately there was some criticism about the appointment of the nominating committee about the members of the committee themselves." I do not think that the criticism that was levelled against the appointments was in any way a reflection on the three distinguished citizens of our Republic: the Chief Justice, the Chairman of the Council of States and you, Mr. Speaker. But if we say that because a particular individual was being criticised in the newspapers, therefore suddenly you change the whole system—is it right for us to accept that? We have a free and independent Press. It cannot be a respecter of some individuals and therefore would not criticise some individuals when those individuals are involved in the performance of their duties. For the benefit of my friend, the Hon. Minister, and of the House, I shall quote a para from the Foreward to a book, edited by Vivian Brodzky and entitled "Fleet Street—The inside story of journalism," by the Duke of Edinburgh. The Duke says there:

> "Exasperating as I sometimes found the newspapers—and I do not think I am alone in that—our society would be less diverse and much poorer without the great range of papers and periodicals which we are still lucky enough to enjoy in this country. Genuine democracy can only flourish if it is exposed to the scrutiny of a free and uncensored Press."

You will see that it is within the legitimate rights of a free and independent Press to criticise the actions of any individual howsoever high placed he might be. The three gentlemen of this Committee are important officers, holding very dignified positions in the democratic set-up. If they did something which is part of their function as members of the Committee, their actitos are liable to criticism. That being so, the point to consider is whether such high offices should be brought into public debate and public controversy.

How is it that the Government did not think about this point at that time? Did they not envisage this possibility? Inevitably to some extent their actions will also be criticised. I should have thought that if criticism was fair, it should have been accepted. Anyway it is no use crying over spilt milk. The Minister tells us that the three gentlemen had resigned and the nominating committee is not functioning; that the term of office of the Press

Council was coming to an end. My friend Shri Chandrakar from the Congress said that even at this late stage the entire House might make a unanimous request to the nominating committee that they continue to function so that the problem could be solved. But judgeing from the manner in which the resignations had been tendered, I do not think that that suggestion would be accepted. In any case, I doubt whether this House can make such a unanimous recommendation especially in the light of the debate that has taken place yesterday, when some hon. members did, criticise the functioning of this or that member of the nominating committee. Therefore, I do not think much purpose will be served by going back to the old method.

Mr. Gujral has said that the Press Council is a useful institution. I agree that it is a valuable and necessary institution. Although it has no sanctions as such and cannot take legal action against erring journalists or newspapers, it can certainly warn and point out danger signals in the path of the freedom of the Press. It can tell the Government where they are going wrong and are corroding the freedom of the press and the freedom of expression of various individuals connected with the fourth estate in our democracy. I agree that the moral authority of the Press Council is very important and you must see to it that it is not only protected but further strengthened. To achieve this purpose, the Press Council should be an independent and objective body and its findings must always be accurate and impartial whenever it passes some strictures on a newspaper or Government.

We know that the Press Council idea was mooted on the basis of the Press Commission's report. It was taken from the British example. The British Press Council was constituted in 1953 and reconstituted in 1963. It consists of one Pay Chairman and 25 members. Our Press Council consists of one Chairman and 26 members. This British example is unique in two respects. It will be interesting to note that the British Press Council has not come into existence to talk about the independence of and freedom of the press. I quote from the objectives of the British Press Council. It has been brought into existence "to preserve the established freedom of the British press". The freedom of the British press is already established for centuries and the Press Council has only to see that that established freedom is protected and further enhanced. But in our country, we have yet to establish the freedom of the Indian press and then talk about its enhancement. In England the Press Council is completely independent and is not a child of a statute of Parliament. I should have thought that here also the Press Council would have been an independent agency and not established by an Act of Parliament. But since it has already been established by an Act of Parliament, I see no purpose being served if the Press Council is attached to the Minister of Information and Broadcasting. We have seen that whoever is the Minister of Information and Broadcasting, he has been consistently carrying on the work of not so much informing the public but of telling in a dull manner and in a provocative manner what the ministers of the various departments are doing. From the time of Sardar Patel and Dr. Keskar onwards, I have found that wherever the Minister of Information and Broadcasting goes and whatever he does, it becomes part of the news, whether it has any significant news value or not and is broadcast in the news bulletin of the AIR. It only indicates the mentality and attitude of people who serve in the newspapers, radio and other mass media—they only want to flatter those in authority. If the Press Council is at all to be attached to any minister, it must be attached to the Minister of Education and Culture and not to the Minister of Information and Broadcasting because it has so far been more or less a propaganda machine of the Government of India.

[Shri P. G. Mavalankar]

I want to suggest that the British Press Council has been doing a good job because it is independent. If I had the time, I would have quoted extensively to substantiate this statement. Here I want to draw your attention to a very interesting article by Sir Linton Andrews, who was the Chairman of the British Press Council during the period 1955-59 and who incidently was the former editor of the famous *Yorkshire Post*. He has said many interesting things in this article, which is published in the same book that I quoted earlier. My point is that the Press Council in England is functioning as not only an independent body but as an effective organ of protecting not only the freedom of the press but of enabling the citizens of Britain to have all information channels continuously free, whether governmental or non-governmental.

I want ot see such a thing happening in this country.

But what do we see here? If you look at the Annual Report of the Press Council for the year 1972, you will be amazed to find the Chairman's observations at page 2:

> "The experience of the Press Council in India has belied this fear"

—namely, that it has become a handmaid of the government—

The Chairman continues:

> "Designed and constituted as an autonomous body, it has been absolutely independent"

—mark the words "absolutely independent"—

> "and the fact that it is financed by Government has not in any manner detracted from its autonomy and independence. For this very happy state of affairs both the Council and the Government have to share the credit."

This may be the opinion of the Chairman but certainly it is not the opinion shared by a vast majority of the people and certainly not by the opposition parties and the independent dissenters of this developing democracy.

In conclusion, if you look at the objects of the Press Council, there are two. The first object of the Council is to preserve the freedom of the press and to maintain and improve the standards of newspapers and news agencies in India. Then it says:

* * * *

> "(a) to help newspapers and news agencies to maintain their independence;
>
> (e) to keep under review any development likely to restrict the supply and dissemination of news of public interest and importance."

My charge is that the Press Council has, by and large, not done this job of bringing it to the notice of the public at large in this country. The flow of information, which must be readily and rightly available to the people of this country, that has been restricted and impeded by governmental interference and the interference of the management.

Therefore, it is no use saying that it is a simple Bill, let the House pass it. We must go into this question. Times without number we find that many hon. Members of this House give notice of their intention to take part in a debate and you, Sir, in your wisdom allow them to participate in the debate. The member spends all his time and energy to collect all the material, does some research of his own and then makes a good speech which contains many good points. But he will be surprised to see the next day that it has not been given any coverage, or very little coverage, whereas the newspaper is full of the usual evasive speeches of the Ministers which convey nothing.

I want to suggest that a free democracy and an independent nation imply not only a free debate in Parliament

but also a free debate in the newspaper world. Therefore, I was a bit surprised when Shri Priya Ranjan Das Munsi said yesterday that the opposition must be more than grateful that it is getting at least some attention from the press. I want to make it very clear that we do not want to depend on the charity or mercy of any Government or any party, much less the party to which Shri Munsi belongs; We want to stand on our own rights. If we have something very important to suggest, something of value to suggest, even if it is a dissenting point of view, we must have the legitimate freedom to express it in the free press.

The Minister has said that there is no better Committee than the Committee which has been dissolved. If there is no better way of getting members for the new committee, let there be elections. If you are going to have nomination, I take it that it will be more or less pro-government and it is bound to be subservient to the government, which is certainly bad. Therefore, the best course would be to have independent elections. My hon. friend, Shri Ramavtar Shastri referred to the Federation of Working Journalists. I find that the National Union of Journalists has also been recognised by the Press Council. It has also been notified in the Gazette. So, let us not bring here these issues. The most important thing is that both the editors and journalists must have the right to express their views. They should be able to perform their functions independently and with purity and integrity.

Public opinion, as Gandhiji said, is the only force at the disposal of democracy. Therefore, if we want the public opinion to be strengthened and encouraged, we want a free press, an independent press.

The American President Thomas Jafferson was asked once, "What would you choose, a Government without the free press or a free press without the Government?" He immediately replied, "I have no hesitation whatsoever in saying, a free press without the Government because, if a free press is there, then the chances are, 99 out of 100 cases, that with the help of a free press, free channels of information will be continuously flowing and a new Government can be formed."

I would say a last word that this Bill has come—you, Mr. Speaker, will be particularly distressed—in the form of an Ordinance and we are now asked to pass it. My criticism is: Was there really such an emergency? If the Government did know that the term of the Nominating Committee was coming to an end on September 30, 1973, why did they not bring forward this Bill during the last monsoon session? But the Government has got a habit of issuing Ordinances on minor matters and for ordinary things because they know that they can issue an Ordinance and get the Bill passed in Parliament.

Sir, I want to be with you in condemning the Government for using the Ordinance-issuing power like this for such minor matters.

MR SPEAKER: The time has already been exceeded. The time fixed was 2 hours. We have exceeded the time by another 20 minutes. How much time will the Minister take?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI I. K. GUJRAL): About 20 minutes.

MR. SPEAKER: All the parties have exhausted their time except the Congress party which has another list of 4 Members. You can have another half-an-hour added to it.

श्री मधु लिमये (बांका) इस बिल के लिए समय बढ़ा दिया जाये ।

MR. SPEAKER: I now call Shri B. V. Naik. We will accommodate Shri Dasaratha Deb just for a few minutes, only 4—5 minutes. Then, 5

[Mr. Speaker]

minutes each to 2 or 3 Members from the Congress side. I will adjust it. The Minister will take 20 minutes.

श्री मधु लिमये : मैं तीसरे वचन पर बोलना चाहता हूं ।

MR. SPEAKER: Reading is the same, first or the third. If you have to speak, you better do it at the first reading rather than at the end.

श्री मधु लिमये : यह इस पर निर्भर करता है कि मंत्री महोदय क्या कहते हैं । शायद वे मेरी बातों को मान लें ।

MR. SPEAKER: The Members have referred to the Nominating Committee. I do not know whether it is proper for me to give the background because I am also one of the Members of the Nominating Committee. Many things have been said in my presence. It would have been much better if I had not been present here.

SHRI MADHU LIMAYE: Complimentary things have been said.

MR. SPEAKER: Very complimentary; very kind of you.

PROF. MADHU DANDAVATE (Rajapur): Imagine how much respect we have got for you.

MR. SPEAKER: I am very thankful to you. I am just a humble servant of the House.

What happened that the Nominating Committee was appointed, consisting of the Chief Justice of India, the Chairman of the Rajya Sabha who happens to be the Vice President of India also and the Speaker. Out of them—I do not know whether they have any experience about journalism or not—I have been associated with journalism for a number of years. About 25 years before, I was an editor and I was a Member of the Press Advisory Committee. I was the founder-Member of the Federation of Working Journalists. But there, we were all in the position of nominated Members, he as the Chairman, myself as the Speaker and the Chief Justice of India.

You had appointed this Committee through an Act in the belief that we would be very fair and very honest in what we do. When the whole material came, there were a number of considerations, regional considerations, of language papers, of English papers and then of small papers, medium papers and big papers. So many factors came before us.

Then, there were so many organisations of journalists—I forget the names of all of them. There were quite a few during my time, the All-India Newspapers Editors' Conference, the Working Journalists Federation and there were many other Federations which came into existence. They were all taken into consideration. In spite of the best efforts, it is sometimes impossible. But this Committee kept on sitting; it gave a chance to most of them; it heard them. Some may not have been heard. When this criticism came after the nomination, the Chief Justice of India said that, whatever be his position as a member, he was a member because he was the Chief Justice of India. Mr. Mavalankar made a very learned speech. He was saying that they were only as members of the Committee. They were members of the Committee because he was the Chief Justice of India and I was Speaker. The Chief Justice of India said that, if criticism came like this, it only showed that, perhaps, we were not very honest in our nomination. We tried to reconcile ourselves. But the Chief Justice said that it was very difficult. The analogy followed in respect of Speaker also. So, that is the background. It is not something that was done in a moment's heat. It was very well considered. Howsoever genuine the criticism may be, after all, criticism is criticism. This Committee was appointed to generate confidence, full

trust, in it. If they did not succeed in that, the only other alternative was that this Committee should be replaced by an alternative arrangement. Because you have been mentioning it since yesterday, I thought that, on behalf of my other two colleagues and myself, I should say as to how it came about.

श्री मधु लिमये : अध्यक्ष महोदय, इस बारे में कुछ गलतफ़हमी है । मैं जरा सफ़ाई कर देन चाहता हूं । चीफ़ जस्टिस, चेयरमैन और स्पीकर के नाते आप लोगों के जो काम हैं, उन की आलोचना करना एक अलग बात है । चूंकि व्यक्ति वही हैं, तो इस का मतलब यह थोड़े ही है कि स्पीकर चेयरमैन या चीफ़ जस्टिस के नाते जो काम किये गये हैं, उन की आलोचना हुई है । वैसे खुदा के भक्त खुदा की भी आलोचना करते हैं । आलोचना से कौन मक्त है ? हम को इतना सेन्सेटिव नहीं होनी चाहिए ।

अध्यक्ष महोदय : सेन्सेटिव होने की बात नहीं है । यह कमेटी इस लिए बनाई गई थी कि ये तीन आदमी ठीक काम कर सकेंगे । इस में आज-कल के चीफ़ जस्टिस नहीं, उस वक्त के चीफ़ जस्टिस, हिदायतउल्ला साहब, थे । मैं तो बहुत खुश था कि मुझे प्रेस की सेवा करने का मौका मिला । लेकिन यह भी देखना पड़ता है कि कई बार क्रिटिसिज्म ट्रांसग्रेस कर जाती है और स्पीकर और वाइस-प्रेज़िडेंट की भी क्रिटिसिज्म होती है । उन्होंने कुछ सोच कर ऐसा किया । मेरा ख़याल है कि हम लोगों को इस्तीफ़ा दिये हुए दो साल हो गये हैं । इस दौरान में इस बारे में कोई चर्चा नहीं चली । हम तीनों से किसी ने चर्चा नहीं की कि क्या बात थी । हम यह भी उम्मीद रखते थे कि प्रेस एसोसियेशन्ज़ हम से बात करेंगी । लेकिन किसी ने बात नहीं की । हम भी चुप रहे, वे भी चुप रहे और सरकार भी चुप रही । अब जब कि यह बिल आया है, इस बारे में चर्चा हो रही है ।

SHRI B. V. NAIK (Kanara): To the extent that you have intervened in the debate, some of the conclusions which I had thought of may have to be slightly revised because you have given a sort of a pep talk about what happened. But I would like to start off with the principal powers of the Press Council and whether the Press Council has done a good job in performing the duties as well as responsibilities that have been entrusted to them.

Sec. 13 of the Press Council Act reads:

> "Where on receipt of a complaint made to it or otherwise....

I would underline the word 'otherwise'.

> "...the Council has reason to believe that a newspaper or a news agency has offended against the standards of journalistic ethics or public taste and that an editor or a working journalist has committed any professional misconduct or a breach of the code of journalistic ethics, the Council, after giving the newspaper an opportunity, may censure its conduct."

Hon. Member, Shri Mavalankar, vehemently pleaded for the freedom of the press in our country and as usual he had to draw his inspiration from the White Hall, UK...

PROF. MADHU DANDAVATE: Freedom is individual.

SHRI B. V. NAIK....in championing the freedom of the press in this country, whether it be freedom or whether we are going to term it as licence. I hope he will see the entire situation, not necessarily from the imported Anglo-Saxon point of view but from the point of view of Indian realities....

SHRI P. G. MAVALANKAR: From the human point of view!

SHRI B. V. NAIK: Yes, also from human point of view and when we concede that Indians too are human-beings, it will apply to others also. I have quoted that case earlier and unfortunately, I have to revert back to it. That is the case of Miss Sumitra Desai which remained unresolved since it first started on 23rd May 1973, "Party pressure on arrests to tackle the scandal about the colleague", dated 24th May in *The Hindu* of Madras, a very respectable newspaper indeed. I will not go into the details. *Hindustan Times*, 26th May 1973.—'Mysore Minister quits over missing woman'. A very respectable paper indeed— the *Hindustan Times*. 27th May 1973, the same respectable paper, *The Hindu* of Madras—'Mysore Missing Woman Scandal'. In this the editor concludes: 'Should such an inquiry now set in motion fail to find the missing woman in the next few days and clear the mystery, a more thorough and independent investigation will become imperative." This is what the Edtor of *The Hindu* says.

MR. SPEAKER: What are you making out?

SHRI B. V. NAIK: Let me complete, Sir. Freedom of the Press against a Harijan Minister of the State of Mysore? The *Times of India*, dated 28th May 1973.....

PROF. MADHU DANDAVATE: When atrocities are committed on the Harijans, you do not raise your voice.

SHRI B. V. NAIK: By whom? By the defenders of the freedom of the Press, the hon. Members of the Opposition. They are provoking me. 28th May 1973, the holiest of the holy press, *The Times of India* says: "Central leaders may have a role in the scandal". I think it does not include Mr. Gujral...

SHRI SHASHI BHUSHAN (South Delhi): It is politically motivated.

MR. SPEAKER: I do not know how it is motivated. I am concerned only with the relevancy of the speech.

SHRI SHASHI BHUSHAN: It is the jute mill-owners. They are the owners of this press. They are against the Government. So they are doing it and they are stooges and are acting like this.

SHRI B. V. NAIK: The whole matter was again brought here on the 30th July when I begged of our colleagues, "Kindly don't blow it into a sort of a political scandal to topple the Ministry of Mr. Urs."

Some of our senior statesmen had no scruples to blow it up and cast aspersions on the Ministry of Home Affairs. On the 4th November the Patriot came out with the news that Sumitra Desai was identified. Is this the freedom of the Press to which we are owning our allegience. It is a great shame in the annals of journalistic history that the freedom of the press in this country should be so grossly abused so that a helpless Harijan backward-class Minister in the State of Mysore is booted out of his job, and then, after six months she is identified. Not a single responsible paper has come out with an apology about it; they have not expressed their personal apologies to a man whose innocence has been destroyed.

SHRI VAYALAR RAVI (Chirayinkil): That is the point, Sir.

श्री एस० ए० शमीम (श्रीनगर) : क्या कमाल है ?

श्री मधु लिमये : इसका इस से क्या सम्बन्ध है ?

श्री बी० वी० नायक : इस का सम्बन्ध है । अगर आप को हो जाता तो आप समझते ।

श्री मधु लिमये : आप इस पर अलग बहस कीजिए ।

SHRI B. V. NAIK: It is not for me to sit in Judgement on the Press in this country. But what I wish respectfully to point out is only this. What has the Press Council been doing? Should not the Press Council take appropriate action in the case of these over-blown-up, exaggerated statements and pull up these papers, at least to give them censure, to pull up the news agencies who are involved in it? Since you started about the background, I thought of offering certain alternatives for the purpose of reconstituting this Committee. But I leave it to your good sense as well as the Minister to constitute an appropriate Committee.

श्री मुहम्मद जमीलुर्रहमान (किशनगंज): मोहतरिम स्पीकर साहब, आइने हिन्द के मुताबिक.....

अध्यक्ष महोदय : यह एक छोटा सा बिल है लेकिन इस का स्कोप बढ़ाते बढ़ाते आपने बहुत बढ़ा दिया ....

It is a simple amendment. I saw the Debate yesterday evening and I have been hearing the debate since this morning also. This is a simple question relating to extension of the Members' term, and the Chairman's term.

SHRI VAYALAR RAVI: This is an occasion to speak, Sir.

श्री मुहम्मद जमीलुर्रहमान : मोहतरिम स्पीकर साहब, आईने हिन्द के मुताबिक इस बात की आजादी है, इस बात की जमानत दी गई है हर शहरी को बोलने की, लिखने की और अपने ख्यालात की इजहार करने की उस को पूरी आजादी दी गई है, इस में कोई दो राय नहीं हैं बशर्ते कि मुल्क की सलमियत बरकरार रहे और उस को कोई खतरा न हो। प्रेस कौंसिल ऐक्ट का कयाम अमल में आया और उस के तहत मुल्क की मुमताज हस्तियां यानी राज्य सभा क चेयरमैन, ब-हैसियत लोक सभा के स्पीकर के आप और चीफ़ जस्टिस हिन्दुस्तान के, उस के मेम्बरस हुए जो कि नामिनेशन के लिये मुन्तखिब किये गये थे। हुस्न कानून कमेटी ने दावत दी मुख्तलिफ इदारों के लोगों को।

लेकिन सवाल यह है कि 1971 की अक्तूबर में जो प्रेस काउन्सिल ऐक्ट अमल में आया उस के बाद कितना काम हुआ है? मुल्क में बोलने और लिखने की आजादी है और इजहारे ख्यालात को आजादी है इसलिए प्रस काउन्सिल का कयाम अमल में आया, और अगर किसी ने तनकीद की, गलत ही सही, तो मेरे ख्याल में इस में सुधार लाना चाहिए था, न कि इस्तीफ़ा देना चाहिए था। एक बात जरूर है कि रेजिगनेशन देने से जो अमेंडमेंट लाया गया है उस में कितना वक्त ज्यादा खर्च हुआ और इस कटौती के, इकोनामी के जमाने में, जब मुल्क पर इक्तसादी मुश्किलात पड़ी हैं, इस में जो खर्चा पड़ा है, उन तनकीदों का बिना लिहाज किये हुए उस को नजरदांज कर देना चाहिए था।

बहरहाल प्रेस काउन्सिल का जो कयाम, अमल में आया है उस ने अच्छा काम किया और यह कहना बिल्कुल गलत होगा, जैसा कि कल कुछ लोगों ने कहा, कि इस का काम तसल्लीबख्श नहीं हुआ है, ठीक नहीं हुआ है, यह गलत है। हां, यह ठीक है कि 1971 के बाद से कुछ चन्द अखबार वाले हमारी पार्टी का हो या हमारे लीडर का हो, उनकी बातों को अपने अखबारों में तोड़ मरोड़ कर पेश करते हैं, और गलत तरीके से सारी बातों को पेश किया है, यह बात नहीं होनी चाहिए।

मैं अर्ज कर रहा था कि प्रेस काउन्सिल एक स्टेट्यूटरी बौडी नहीं है, जो कि होना चाहिए। इस पर मंत्री महोदय ध्यान दें। छोटे अखबारों की हालत कतई अच्छी नहीं है। आप जनाब, खुद जानते हैं, क्योंकि आप अखबारों की खिदमत कर चुके हैं, छोटे अखबारों की कितनी खराब हालत है

[श्री मुहम्मद जमीलुर्रहमान]

चाहे वह अखबार किसी भी लैंगुएज के हो--चाहे उर्दू के हों, तमिल के हों, तेलगू के हों, हिन्दी के हों, गुरुमुखी के हों, उन की हालत अच्छी नहीं है। तो अर्ज यह है कि उन के जर्नलिस्टों को ज्यादा से ज्यादा नुमाइन्दगी और हक मिलने चाहिए ताकि सही मानों में जो छोटे अखबार मुल्क के कोने कोने में पहुंचते हैं वह अवाम की राय की तर्जुमानी करें। बड़े अखबार अवाम की राय की तर्जुमानी नहीं करते और उन के वैस्टड इंटरेस्ट्स होते हैं। इसलिए मेरी गुज़ारिश है कि छोटे अखबारों पर ज्यादा ध्यान देना चाहिए। उन को टेलीप्रिन्टर की फ़ैसिलिटी होनी चाहिए, जैसे कि बड़े अखबारों को है।

जैसा मैंने पहले भी कहा था, छोटे अखबारों के लिए एक फ़ाईनेंन्स कोरपोरेशन बनना चाहिए। फिल्मों के लिए फ़ाइनेंन्स कौरपोरेशन बन सकता है लेकिन वह इदारा जो कौम की खिदमत करता है और जम्हूरियत के लिए लाजिमी है, उस के लिए कौरपोरेशन नहीं बन सका। पिछले बजट सेशन के मौके पर सदरे जम्हूरियत ने अपनी तकरीर में कहा था कि स्माल और मीडियम न्यूज पेपर्स फ़ाइनेंन्स कौरपोरेशन बिल तैयार है और वह आने वाला है। लेकिन एक साल हो चुका है अभी तक वह फ़ाइनेंन्स कौरपोरेशन छोटे अखबारों के लिए नहीं आया है। इस पर मंत्री महोदय को ध्यान देना चाहिए।

कल मैंने लोगों की तकरीरें सुनीं, डा० लक्ष्मीनारायण पांडेय ने कहा कि प्रेस काउन्सिल ने कोई काम नहीं किया, फिर या प्रेस ऐक्ट से कोई फ़ायदा नहीं हुआ। हां बड़े बड़े अखबारों की फ़ायदे की जो बात होती है उस में भले ही हमारा समर्थन न हो, लेकिन छोटे अखबारों का ज्यादा से ज्यादा फ़ायदा हो, उन के लोगों को ज्यादा नुमाइन्दगी मिले, उन का ज्यादा ख्याल रखा जाय, यह बात तो होनी चाहिए। प्रेस काउन्सिल ऐक्ट और भी मजबूत होना चाहिए ताकि मुल्क के अवाम की जिन्दगी के साथ बड़े अखबार न खेलें। (व्यवधान)

अध्यक्ष महोदय : मिनिस्टर की सारे दिन की सजा नहीं है कि वह अकड़ कर बैठा रहे। मेम्बर उन से बात करने आते हैं। आप सही रास्ते पर आयेंगे तो आप को भी मौका दिया जायगा। तब देखेंगे आप कैसे बैठते हैं।

श्री मुहम्मद जमीलुर्रहमान : जम्हूरियत के जमाने में अखबार की कितनी जरूरत है, इस से इन्कार नहीं किया जा सकता। इसलिए इस सिलसिले में एक निहायत मुनासिब और मुकम्मिल बिल लाने की जरूरत है। प्रेस की आजादी जो कि डेमोक्रेसी के लिए जरूरी है उस की हिफ़ाज़त करने के लिए एक कमप्लीट बिल लाया जाय ताकि यह न हो कि छोटे अखबार वालों के साथ इन्साफ़ न हो सके। प्रेस काउन्सिल को इफ़ेक्टिव बनाने के लिए फ़ाइनेंन्स कौरपोरेशन बहुत जरूरी है। उस के बगैर प्रेस काउन्सिल ऐक्ट बना देने से मसला हल नहीं होगा छोटे अखबारों का मसला हल नहीं होता।

आखिर में मैं कहना चाहूंगा कि अखबार भी अपनी जिम्मेदारी को निभायेंगे। ऐसे दौर में, इन्हतातीदौर में जिस से कि भारत गुज़र रहा है, अखबार वालों को वक्त के मुताबिक अपने को ढालना है और समाज का साथ देना होगा। प्रेस काउन्सिल ऐक्ट में मुनासिब तब्दीली लायें जिस से समाज की खिदमत हो सके और अखबार वाले अपनी जिम्मेदारी को निभा सकें।

[اشرف مصنف جمیل الرحمان: (کشن گنج): محترم سپیکر صاحب- آئین ہند کے مطابق اس بات کی

پڑی ہیں اس میں جو خرچہ پڑا ہے- ان تنقیدیوں کا بنا لحاظ کئے ہوئے اس کو نظر انداز کردینا چاہیئے تھا- بہر حال پریس کونسل کا جو قیام عمل میں آیا ہے اس نے اچھا کام کیا، اور یہ کہنا بالکل غلط ہوگا جیسا کہ کل کچھ لوگوں نے کہا کہ اس کا کام تسلی بخش نہیں ہوا ہے- ٹھیک نہیں ہوا ہے- یہ غلط ہے- ہاں یہ ٹھیک ہے کہ ۱۹۷۱ کے بعد یہ کچھ چند اخبار والے ہماری پارٹی کا ہویا ہمارے لیڈر کا ہو ان کی باتوں کو اپنے اخباروں میں توڑ مروڑ کر پیش کرتے ہیں اور غلط طریقہ سے ساری باتوں کو پیش کیا ہے- یہ بات نہیں ہونی چاہیئے

میں عرض کررہا تھا کہ پریس کونسل ایک سٹیٹوٹری باڈی نہیں ہے جو کہ ہونا چاہیئے- اس پر ملٹری مہودے دھیان دیں- چھوٹے اخباروں کی حالت قطعی اچھی نہیں ہے- آپ جناب خود جانتے ہیں- کیونکہ آپ اخباروں کی خدمت کر چکے ہیں- چھوٹے اخباروں کی لیکن خراب حالت ہے- چاہے وہ اخبار کسی کی زبان کے ہوں- چاہے اردو کے ہوں- تامل کے ہوں- تیلگو کے ہوں- ملیالی کے ہوں- گورمکھی کے ہوں- ان کی حالت اچھی نہیں ہے- تو عرض یہ ہے کہ ان کے جرنلسٹوں کو زیادہ سے زیادہ نمائندگی اور حق

آزادی ہے، اس بات کی ضمانت دی گئی ہے- ہر شہری کو بولنے کی- لکھنے کی- اور اپنے خیالات کا اظہار کرنے کی پوری آزادی ہے- اس میں کوئی دو رائے نہیں ہیں- بشرطیکہ ملک کی سالمیت برقرار رہے اور اس کو کوئی خطرہ نہ ہو- پریس کونسل ایکٹ کا قیام عمل میں آیا- اور اس کے تحت ملک ممتاز ہستیاں ہیں راجیہ سبھا کے چیئرمین- بحیثیت لوک سبھا کے سپیکر کے آپ اور چیف جسٹس ہندوستان کے، اس کے میمبرز ہوئے- جوکہ نومینیشن کے لئے منتخب کئے گئے تھے- جب قانون کمیشن نے دعوت دی منتخب اداروں کے لوگوں کو-

لیکن سوال یہ ہے کہ ۱۹۷۱ کی اکتوبر میں جو پریس کونسل ایکٹ عمل میں آیا اس کے بعد کتنا کام ہوا ہے ملک میں بولنے اور لکھنے کی آزادی ہے- اور اظہار خیالات کی آزادی ہے- اس لئے پریس کونسل کا قیام عمل میں آیا- اور اگر کسی نے تنقید کی، غلط میں سہی- تو میرے خیال میں اس میں سدھار لانا چاہیئے تھا- ناکہ استیفہ دینا چاہیئے تھا- ایک بات ضرور ہے کہ ریجیوینیشن دینے سے جو امینڈمینٹ لایا گیا ہے، اس میں کتنا وقت زیادہ خرچ ہوا اور اس کٹوتی کے، اکونومی کے زمانے میں، جب ملکر پر اقتصادی مشکلات

کونسل ایکٹ اور بھی مضبوط ہونا چاہیئے تاکہ ملک کے عوام کی زندگی کے ساتھ بڑے اخبار نہ کھیلیں۔

ادھیکھن مہودے۔ منسٹر کی سارے دن کی سزا نہیں ہے۔ کہ وہ اکر کر بیٹھا رہے۔ ممبر ان سے بات کرنے آتے ہیں۔ آپ صحیح راستے پر آیئگے تو آپ کو بھی موقع دیا جائیگا۔ تب دیکھینگے کہ آپ کیسے بیٹھتے ہیں۔

شری محمد جمیل الرحمان۔ جمہوریت کے زمانے میں اخبار کی کتنی ضرورت ہے اس سے انکار نہیں کیا جاسکتا۔ اس لئے اس سلسلے میں ایک نہایت مناسب اور مکمل بل لانے کی ضرورت ہے۔ پریس کی آزادی جوکہ ڈیموکریسی کے لئے ضروری ہے اس کی حفاظت کرنے کے لئے ایک مکمل بل لایا جائے۔ تاکہ یہ نہ ہو کہ چھوٹے اخبار والوں کے ساتھ انصاف نہ ہوسکے۔ پریس کونسل کو موثر بنانے کے لئے فائنینس کورپوریشن بہت ضروری ہے۔ اس کے بغیر پریس کونسل ایکٹ بنا دینے سے مسئلہ حل نہیں ہوگا۔ چھوٹے اخباروں کا مسئلہ ختم نہیں ہوتا۔

آخیر میں میں کہنا چاہونگا کہ اخبار بھی اپنی ذمے داری نبھائینگے۔ ایسے دور میں جس سے کہ بھارت گزر رہا ہے۔ اخبار والوں کو وقت کے مطابق اپنے کو ڈھالنا ہے اور سماج کا ساتھ دینا ہوگا۔ پریس کونسل ایکٹ میں مناسب تبدیلی لائیں۔ جس سے سماج کی خدمت ہو سکے اور اخبار والے اپنی ذمہداری کو نبھا سکیں]

[شری محمد جمیل الرحمان]

ملنے چاہیئں تاکہ صحیح معنوں میں جو چھوٹے اخبار ملک کے کونے کونے میں پہنچتے ہیں وہ عوام کی رائے کی ترجمانی کریں۔ بڑے اخبار عوام کی رائے کی ترجمانی نہیں کرتے۔ اور ان کے ویسٹڈ انٹریسٹ ہوتے ہیں، اس لئے میری گزارش ہے کہ چھوٹے اخباروں پر زیادہ دھیان دینا چاہیئے۔ ان کو ٹھلی پرنٹر کی سہولیت ہونی چاہیئے جیسے کہ بڑے اخباروں کو ہے۔

جب میں نے پہلے بھی کہا تھا چھوٹے اخباروں کے لئے ایک فائنینس کورپوریشن بنانا چاہیئے۔ فلموں کے لئے فائنینس کورپوریشن بن سکتا ہے۔ لیکن وہ ادارہ جو قوم کی خدمت کرتا ہے اور جمہوریت کے لئے لازمی ہے اس کے لئے کورپوریشن نہیں بن سکا۔ پچھلے بجٹ سیشن کے موقعہ پر صدر جمہوریہ نے اپنی تقریر میں کہا تھا کہ سمال اور میڈیم نیوز پیپرز فائنینس کورپوریشن بل تیار ہے اور وہ آنے والا ہے لیکن ایک سال ہو چکا ہے ابھی تک وہ فائنینس کوارپوریشن چھوٹے اخباروں کے لئے نہیں آیا۔ اس پر منتری مہودے کو دھیان دینا چاہیئے۔

کل میں نے لوگوں کی تقریریں سنیں۔ ڈاکٹر لکشمی نارائن پانڈے نے کہا کہ پریس کونسل نے کوئی کام نہیں کیا۔ یا پریس ایکٹ سے کوئی فائدہ نہیں۔ ہاں۔ بڑے اخباروں کو فائدے کی جو بات ہوتی ہے اس میں بھلے ہی ہمارا سمرتھن نہ ہو لیکن چھوٹے اخباروں کا زیادہ سے زیادہ فائدہ ہو۔ ان کے لوگوں کو زیادہ زائندگی ملے۔ ان کا زیادہ خیال رکھا جائے۔ یہ بات تو ہونی چاہیئے۔ پریس

SHRI DASARATHA DEB (Tripura East): The hon. Minister says that this Bill is a simple one. It has been said also that some criticism has been made regarding the nominating committee and this Bill has been brought forward in view of that. I would submit that actually criticism has been made against the members and chairman of the Press Council. I do not understand how it can be regarded as criticism against the nominating committee. After the persons are nominated by the nominating committee, the press council might do many damaging things; that would not be the responsibility of the people who are nominating them. That would be precisely the function of the press council only, and people can rightly criticise their functioning. The nominating committee consisting of the Speaker and others may nominate the Members, but after the persons are nominated to the press council, their functioning is their responsibility, and criticism has rightly been made that their functioning has not been up to the mark which our country had expected of them. So, I submit that this Bill is not so simple.

In the Statement of Objects and Reasons, Government have said that the term of the officers was to expire by September, and they wanted to consult with the Members of the Opposition and other people so that they would suitably amend the Act and that is why they have already promulgated the ordinance, and they have now come forward with this Bill to replace the Ordinance and extend the term of the press council up to June, 1974.

I submit that this is a very wrong thing on the part of the Government. I understand that some Members had resigned long before. Surely, the situation which was developing must have been within the knowledge of the Government. So, why should Government not have come forward earlier with a suitable amending Bill in Parliament after consultations with the Members of Parliament and others? We find that they slept till the last moment, and suddenly when the term was just about to expire, they promulgated an ordinance to extend the term. This has become the habit of this Government, namely to extend the life of any Act by means of an ordinance and then come forward in the House with a Bill to replace the ordinance and try to get it accepted by the House.

13.00 hrs.

Apart from this, I want to say something on other matters. The functioning of the Press Council is not satisfactory; there is no doubt about it. This is so particularly in regard to the distribution of newsprint quota to the small newspapers. There is a newsprint shortage everywhere. These small newspapers are not getting their quota. Particularly in my State, Tripura, there are so many complaints from newspapers that they are not getting newsprint quota. They do not receive any reply even to their letters. This thing is going on.

If any criticism is made against the functioning of the Press Council, I do not understand how it can be construed as a criticism of the body which nominated the Press Council. In the name of not exposing these high dignitaries, the Speaker of the Lok Sabha, the Chairman of the Rajya Sabha and the Chief Justice of the Supreme Court, you are now trying to curb criticism of the actual functioning of the Press Council. I do agree that the nominating committee should be kept outside criticism, but the Council should not be made above any criticism. If they do something wrong, that must be the subject of criticism. Our Indian people must enjoy that freedom; the press must enjoy that freedom. Otherwise, you are not developing democracy in this country. It is a bad idea to encourage this sort of curb on people's freedom.

[Shri Dasaratha Deb]

Coming to the newsprint shortage, why are we having this shortage? We are not short of raw materials in the country. There is shortage of newsprint because we have not built up the paper industry in the country. This should not be left in the hands of individuals and foreign producers, Government should come forward and take over all the paper factories and develop newsprint production in the country. Very recently in the west coast, in a paper factory, where 500 workers were working, unnecessarily a lockout was declared for 50 days. Government failed to intervene. As a result of this, thousands of people have suffered. The Government should have intervened, taken over the factory and run it under government control.

In India, there is no shortage of bamboo and other raw materials. These are available in the eastern sector. If Goverment take it up and develop newsprint production, the country may become self-sufficient in paper production. But Government is reluctant to do it. That is why I suggest that Government should start paper factories under their control.

MR. SPEAKER: That is a different matter.

SHRI DASARATHA DEB: Secondly, Government must see that weightage is given to the small newspapers so that they are able to run their papers satisfactorily.

MR. SPEAKER: I can accommodate two or three members, starting with Shri Mahajan. After that, the Minister will reply.

13.04 hrs.

RE. BUSINESS OF THE HOUSE —*Contd.*

SHRI SAMAR GUHA (Contai): I heard there was a discussion about postponing the motion standing in my name concerning the ICAR. I am agreeable to accommodate my friends on the other side, though they have set up only a party committee and not a national committee to accord a reception to the distinguished foreign dignitary visiting our country.

MR. SPEAKER: We cannot postpone your motion of today if you are not agreeable.

SHRI SAMAR GUHA: I was willing to accommodate them. I was saying they have set up a party committee with the General Secretary of the Congress Party as the Secretary and the President of their Party as the Chairman. Since it is a party meeting, how can I go there?

MR. SPEAKER: Just to accommodate your request I am postponing the discussion. I think we should accommodate it. This might be postponded to some other day. It is all right?

We are very much afraid of you.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): It may be postponed to tomorrow.

MR. SPEAKER: We have already decided before the hon. Member came, but there were different reasons other than the reasons he has mentioned.

SHRI K. RAGHU RAMAIAH: We can have it tomorrow.

MR. SPEAKER: We can decide it later on; it depends on the business that is coming tomorrow.

SHRI K. RAGHU RAMAIAH: It is for your consideration.

MR. SPEAKER: We will see.

SHRI SAMAR GUHA: It will be better if it is tomorrow.

MR. SPEAKER: For your convenience we can do it.

13.08 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at Four Minutes Past Fourteen of the Clock.

[SHRI S. A. KADER *in the Chair*]

PRESS COUNCIL (AMENDMENT) BILL—*Contd.*

SHRI Y. S. MAHAJAN (Buldana): The Bill before the House deserves to be supported because it is of a formal character. Government requires time for consulting leaders of different parties before bringing forward amendments in the Bill. Though formal in character, it is important because it gives an occasion to discuss the objectives and functions of the Press Council. The Press Council consists mainly of editors or journalists and it includes a few laymen. It is an autonomous body consisting of professional people mostly. Its objectives are to maintain the freedom of the Press and to see that newspapers and editors maintain the dignity of the profession.

Such a Press Council has been established in a number of countries like Japan, Israel, Chile, Turkey, Burma, Philippines, Korea and the U.K. In most of these countries it has functioned fairly well. In our country, the Council has carried out its objectives with a great deal of understanding and objectivity. The complaints which come to it are mainly of two kinds. Firstly, there are complaints by individual against newspapers about defamation or casting aspersions on their character. This is a widespread tendency on the part of newspapers, whether local, district, provincial or national, to publish material of this kind. It is sensational in character and is likely to increase the circulation. The Press Council has the power to investigate such cases even without a complaint being made, but the report does not contain any such case. I would urge upon the Council to investigate such cases on its own initiative because it is very difficult for individuals to move the machinery and seek redress.

The second type of complaint is against Government for withholding advertisements, and alleging that thereby the freedom of the press is curtailed. In such cases, unfortunately the advice of the Council has not been accepted by the State Governments, *viz.*, the principles on which advertisements are released to the press should be enunciated and made public. In an advertisement is withheld, the reasons for it should be made known to the persons concerned. Sometimes there are reasons for withholding the advertisements. Some newspapers, even after receiving a handout from a public authority, one publish or distorted information and news which cast aspersions on the character of the people in the official body. Therefore, if reasons are made known, there will be no ground left for such complaints to the Press Council.

There are a number of misunderstandings about the functioning of the Press Council. It is necessary to make it clear that the Council has only a moral authority. It investigates a case, gives its verdict, makes it known to the person concerned and censures him. It has worked fairly well in our country. This means the Council has no juridical authority. If the press does not maintain its dignity and taste and proper professional etiquettes, it may be necessary to arm the Council with teeth and give it authority to inflict punishment. This is a subject which can be considered coolly at a later stage.

Hon. members opposite have made some complaints. Mr. Mavalankar said that the press is not free because the government side gets more publicity than opposition members. On that ground he says, press is not free. It is

[Shri Y. S. Mahajan]

not logical. Our complaint is that we on the government side do not get any publicity and it is the opposition members who monopolise all the space in the newspapers. But on that account we do not say that the press is not free. Mr. Limaye gets more space in the press than we do.

SHRI MADHU LIMAYE (Banka): That is because he talks sense.

SHRI Y. S. MAHAJAN: The press is free to give information as it likes.

श्री मधु लिमये : मुझे वे क्यों पब्लिसिटी देते हैं, इस का कारण है । सरकार के चलते मंत्रियों को पब्लिसिटी मिलती है, आप मंत्रियों की बातों को दोहराते हैं, इस लिए आप को कहां से देंगे । कोई नई बात कीजिए, तब आप को मिलेगी ।

SHRI Y. S. MAHAJAN: Shri Nayak referred to the Sumitra Desai case to show to what extent the press goes in for sensationalism. It is a case of bad taste. I am afraid, the Press Council cannot deal with such cases because the freedom of the press includes the freedom to publish news in the way it thinks best. All the same, I hope such bad taste will not be shown by the press at the national level.

With these remarks, I support the Bill.

श्री परिपूर्णानन्द पैन्यूली (टिहरी गढ़वाल) : सभापति महोदय, मैं इस विधेयक का समर्थन करता हूं और समर्थन करते हुए एक बात की ओर माननीय मंत्री महोदय का ध्यान आकर्षित करना चाहता हूं कि आज बड़े बड़े अखबारों की इजारेदारी प्रेस पर है । मैं समझता हूं छोटे अखबारों को मदद मिलनी चाहिए और प्रेस कौंसिल में छोटे अखबारों और छोटी न्यूजएजेन्सीज को उचित प्रतिनिधित्व मिलना चाहिए । दूसरी बात यह है कि जो बड़े न्यूजपेपर्स हैं उन पर नियन्त्रण होना चाहिए प्रेस कौंसिल का न कि मोनोपली कमीशन का, जैसा कि आजकल चल रहा है । आज की अवस्था में कुछ ही घराने के लोग, जो दूसरे व्यवसाय करते हैं, वे अपने व्यावसायिक स्वार्थों की पूर्ति के लिए उन अखबारों का इस्तेमाल करते हैं । भले ही वे और तरह के समाचार भी छापते होंगे किन्तु पुंजीपतियों के घरानों के स्वार्थ को जब धक्का पहुंचता है तो उसको वे बर्दाश्त नहीं कर सकते हैं और आज वे अखबार हमारे देश की प्रगति में बहुत बड़ा रोड़ा बने हुए हैं ।

आज एम्प्लायर और एम्प्लाई के बीच में जो संघर्ष चल रहा है उसको लेबर ला की तहत हल करने की कोशिश की जाती है । इसलिए औद्योगिक विवाद के जितने भी मामले आये हैं उनमें आपने देखा होगा वर्किंग जर्नलिस्ट्स के साथ न्याय नहीं हुआ है । हाल में लखनऊ के "पायनियर" अखबार ने एक सर्कुलर निकाला था अपने करेस्पांडेन्ट्स को, और उसने लिखा था कि आज से तुम को जो पारिश्रमिक मिलता था वह बन्द कर दिया जाता है और जितना न्यूज मैटर महीने में छपेगा उसके हिसाब से तुम्हें पारिश्रमिक मिलेगा । इसका मतलब यह हुआ कि उन्हें जो रिटेनर अथवा आनरेरियम मिलते थे वह बन्द कर दिये गए । इसी प्रकार की प्रवृत्ति आज सारे अखबारों की है । कुछ वर्ष पहले इसी तरह का सर्कुलर "इंडियन एक्सप्रेस" ने भी निकाला था जिसके कारण बहुत से श्रमजीवी पत्रकार रोटी के लिए मोहताज हो गए तथा मजबूर होकर उन्हें दूसरे धंधे देखने पड़े । इसलिए मैं समझता हूं एम्प्लायर एम्प्लाई के रिलेशन्स का जहां तक मामला है वह लेबर लाज के मातहत नहीं देखा जाना चाहिए बल्कि प्रेस कमीशन को ही इस मामले को देखना चाहिए । प्रेस कौंसिल की स्थापना का उद्देश्य प्रेस को स्वतन्त्रता देना तो है परन्तु साथ साथ उसका उद्देश्य यह भी है कि प्रेस का स्तर ऊंचा हो और वह किसी दूसरे व्यवसाय से प्रभावित न हो सके ।

मैं मन्त्री जी का ध्यान एक बात की ओर और आकर्षित करना चाहता हूं कि हमारे देश में बहुत से छोटे छोटे अखबार हैं। अव्वल बात तो यह है कि वास्तव में 10-15 लाख की लागत से कोई अखबार निकल नहीं सकता है। आज शहरों में जो छोटे छोटे अखबार निकल रहे हैं वह ब्लैक-मेलिंग कर रहे हैं इसलिए शासन को चाहिए कि वह देखें कि छोटे छोटे अखबारों को प्रोत्साहन देने के लिए, उनको ज़िन्दा रखने के लिए यह कमीशन ऐसी व्यवस्था करे कि उनको आर्थिक तरह से, न्यूज़ प्रिंट के मामले में, एडवर्टीज-मेन्ट के मामले में सभी प्रकार की सुविधायें मिलें। आज जिला स्तर पर हालत यह है कि तीन 'पी'--प्रेस, पुलिस और पोलिटीशियन--के स्वार्थ जब इकट्ठे हो जाते हैं तो चौथे 'पी' (पब्लिक), जनता का मालिक भगवान ही होना है। ये तीनों एक दूसरे के पूरक होते हैं। जनता की तरफ कोई भी नहीं देखता है। मैं कहता हूं इसी कारण सारा दुराचार और खराबियां पैदा हो रही हैं। इसलिये मैं आग्रह करूंगा कि छोटे अखबारों का स्तर कैसे ऊंचा हो, छोटे अखबार कैसे पनपे, कैसे आगे बढ़ें--इस बात को देखना आवश्यक है। आज अखिल भारतीय स्तर के जो अखबार हैं उनकी मोनोपोली चल रही है। दिल्ली के जो बड़े बड़े अखबार हैं वह देहरादून तो बहुत नजदीक है वहुत दूर दूर के स्थानों तक पहुंच जाता हैं जिसका परिणाम यह होता है कि उन जगहों पर छोटे अखबारों के लिए कोई गुंजाइश ही नही रह जाती है। दूसरी तरफ सच्ची बात यह है कि जैसा कि एक माननीय सदस्य ने भी कहा था कि गांवों के वहुत बड़े इलाकों में ज्यादातर इलाकों में समाचार-पत्र पहुंचते ही नहीं हैं। इसका मुख्य कारण यह है कि वड़े बड़े अखबार वेस्टेड इन्ट्रेस्ट की रुचि के अनुसार समाचार छापते हैं, वे जनता की आवश्यकताओं और आकांक्षाओं के अनुसार समाचार नहीं छापते हैं। इसलिये मैं समझता हूं छोटे छोटे अखबारों को सभी प्रकार से प्रोत्साहन मिलना चाहिये। जैसे मैंने निवेदन किया, न्यूजपेपर फाइनेंस कार्पोरेशन की प्रेस कौंसिल ने जो सिफारिश की थी वह सिफारिश मात्र ही रह गई, उस संबंध में अभी तक सरकार ने कोई कदम नहीं उठाया है।

अन्त में मैं कहना चाहता हूं कि प्रेस कौंसिल का उसी प्रकार से गठन किया जाना चाहिये जिस प्रकार से बार कौंसिल, मेडिकल कौंसिल तथा दूसरी इसी प्रकार की संस्थायें हैं। साथ ही उसमें श्रमजीवी पत्रकारों को उचित प्रतिनिधित्व मिलना चाहिये। आज बहुत से नाखवांदा लोग अखबार के सम्पादक बन गये हैं, उनका आधिपत्य सम्पादकीय विभाग पर हो जाता है और उन्ही का बोल बाला रहता है। इसलिये मैं आपसे निवेदन करना चाहता हूं कि प्रेस कौंसिल में श्रमजीवी पत्रकारों को प्रमुख स्थान मिलना चाहिये, छोटे अखबारों और छोटी न्यूज एजेंसियों को स्थान मिलना चाहिये और यह देखना चाहिये कि छोटे अखबारों और छोटी न्यूज एजेंसियों को कोई शिकायत न रहे वरना वहां पर बड़े अखबारों के मालिकों, सम्पादकों और चोर-दर्वाजे से घुसने वाले दूसरे लोगों का आधिपत्य हो जायेगा। इन शब्दों के साथ मैं निवेदन करूंगा कि मंत्री जी श्रमजीवी पत्रकारों का विशेष ध्यान रखें। यह खेद की बात है कि इंडियन फेडरेशन आफ वर्किंग जर्नलिस्ट्स के बराबर, श्रमजीवी पत्रकारों की जो राइवल आर्गेनाइजेशन कायम है, भाड़े के पत्रकारों का संगठन, जो कि पूंजीपतियों और उनके मालिकों से संबंधित है, उन तथाकथित पत्रकारों को स्थान दिया गया। इससे श्रमजीवी पत्रकारों को क्षति पहुंचती है, पत्रकारिता का स्तर गिरता है और हम उन लक्ष्यों से पीछे हट जाते है जिन लक्ष्यों को प्रेस कौंसिल प्राप्त करना चाहती है इन शब्दों के साथ मैं इस बिल का समर्थन करता हूं।

SHRI P. R. SHENOY (Udipi): Mr. Chairman, Sir, the Bill deserves to be

[Shri P. R. Shenoy]

passed without much discussion on it because it does not seek either to enlarge the powers or to restrict the powers of the press. It simply seeks to extend the period of the term of the Chairman and the Members of the Press Council to enable the Government to consult the Members of Parliament in regard to the formation of the next Press Council.

I would have voted for this Bill without speaking on it. But certain criticism was made on the comments made by newspapers like the *Times of India* and the *Hindu* on the issues of disappearance of Sumitra Desai. I do not know how these papers abuse their powers of freedom by giving publicity to the disappearance of Sumitra Desai which is a fact and which led to the resignation of Shri Kittoor, a Minister in the Mysore Council of Ministers. Shri Kittoor resigned not because of press comments but because the issue came on the floor of the Assembly of Karnataka and in the best traditions of democracy, he tendered his resignation....

MR. CHAIRMAN: What has this to do with the Bill?

SHRI P. R. SHENOY: ..and, on the same ground, it was accepted by the Chief Minister.

It is also not good to divide the press on this issue. Almost all the papers have given publicity to the disappearance of Sumitra Desai, including the *Patriot*. In the *Patriot*, there is a more sensational news about Sumitra Desai. I would like to quote from the *Patriot*, dated 14th November. This is the headline,

"Sumitra A Security Threat: Swami".

> "Swami said that she was very bitter with Kittoor and repeatedly said.

MR. CHAIRMAN: I would like to know how the case of Sumitra Deassi comes here. Here it is a question of press Council.

SHRI P. R. SHENOY: Abuse of the press. A reference to this has already been made I want to put the record straight.

MR. CHAIRMAN: I would like the hon. Member to confine his remarks to the Bill. He can just make a reference, but cannot go into the whole case. This is not the occasion for it.

SHRI P. R. SHENOY: "The Swami said that she was very bitter with Kittoor and repeatedly said that the 'should be shot'. She indicated that she had met Kittoor at Goa also and he had made 'arrangements' for her to stay at the Bangalore Circuit House."

Even *Patriot* has made comments on the disappearance of Sumitra Desai. There is nothing wrong in giving publicity to the news....

MR. CHAIRMAN: What about reappearance?

SHRI P. R. SHENOY: The press has given publicity to both disappearance and reappearance. This has been done by alsomost all the papers. The mystery has become deeper after her reappearance. I just wanted to make this clear.

With these comments, I support the Bill.

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI I. K. GUJRAL): Mr. Chairman, Sir, I am grateful to the hon. members of this House for having taken a keen interest in this Bill. I think, a very wide gamut has been covered from the constitution of the Nominating Committee of the Press Council to the case of some lady who disappeared and reappeared and in the process somebody else was vanquished. But I will confine myself to the issues that concern this Bill.

In 1954 the Press Commission submitted its report. Among the various recommendations that the Press Commission made, one of the things that it suggested was that a Press Council should be set up, and it also recommended that this Press Council should be a statutory body. Therefore, in 1965 when Government brought a Bill before the Houses of Parliament and the Act was passed and the Press Council was set up, it was in conformity with the recommendation of the Press Commission.

The Press Commission had also examined at that time the British Press Council which was a voluntary body. But it felt that in India, the situation being what it was, it should not be a voluntary body but should be a statutory body. It also felt that it would help the members of the Press Council to function more effectively and independently if they were protected under law; otherwise, whatever mandate they might give, whatever censuring they might do, whatever else they might do, might come within the purview of the courts. Therefore, the Press Commission's recommendation was that it should be made in such a way that their functioning could be protected from judicial proceedings. That is why, in 1965 when the Parliament passed the law, it also thought at that time of a Nominating Committee. 'The Nominating Committee' was discussed in the Press Commission itself. The Press Commission had suggested that the Chairman of the Press Council should be nominated by the Chief Justice of India because, naturally and correctly, the Press Council was concerned with freedom of expression. It did not want the Government to interfere in this, and the Government also agreed to this. That is why, it suggested that the Chairman should be appointed by the Chief Justice of India. Then the question arose as to how the members should be appointed. The Press Commission felt that the members should be appointed by the Chief Justice of India, the Chairman himself who should have been nominated by that time and also a nominee of the President of India. The President of India, at the time of the constitution of the Press Council, nominated Mrs. Menon to act on his behalf. And these three constituted the committee for nominating the members of the first Press Council. After about three years of functioning, there was a criticism about the functioning of the Press Council as such. Not only that, the nominees of the Indian Federation of Working Journalists, from the very beginning, resigned. The Federation nominees felt that they could not function in a body which had the representatives of the Indian and Eastern News papers Society and some other organizations. Therefore, they decided to abstain from functioning in this body.

All these factors were considered again by the Government and I think it was in 1968 when the Government decided to set up a committee of the Members of Parliament which functioned for about a year and a half and came with a unanimous recommendation. I would strongly commend to the Members of this House to have a look at this report which was submitted to the Government in 1968 on the basis of which again a Nominating Committee was set up. Now, the committee went into great length and they felt that the pattern of the Nominating Committee should be changed. It was the unanimous report of the Members of Parliament coming from all Sections of the House. They suggested that both the Chairman and the Members should be appointed by a Nominating Committee comprising of the Speaker of the Lok Sabha, the Chairman of the Rajya Sabha and the Chief Justice of India. Therefore, it was this scheme which was suggested that was incorporated into the law in 1970 by an amendment and this idea was adopted. Very exhaustive discussions took place. The report was very exhaustive. Also at the same time, it worked out the details as to how the selection of the members should be made.

In this House some members had suggested that the Nominating Committee should not have gone into as to who should be appointed and who should not be appointed. They should have just accepted the nominations made by the various groups which have been called upon to make the nominations. If hon. Members had a look at the report of the Advisory Committee of the Press Council, it clearly said that the panel of members representing various shades should be selected by the Nominating Committee.

[Shri I. K. Gujral]

So, the Nominating Committee was acting within the law itself when they decided to choose some people from the panel which was submitted to it. If you look at the scheme of the Council, you will see that the total number of members suggested was 25 and out of 25 they have given representation to various interests; 3 from the editors of the English newspapers, 3 from the editors of the Indian language newspapers and 7 from the working journalists other than editors, 6 from the owners and managers of the newspapers, 1 manager of a news agency and 3 nominees of the University Grants Commission, Bar Council and the Sahitya Academy and then 3 from the Members of Parliament nominated by the Speaker of the Lok Sabha and the Chairman of the Rajya Sabha.

SHRI N. K. P. SALVE (Betul): It makes up 26.

SHRI I. K. GUJRAL: Mathematics is not strong point with me. It may be 26 plus. Actually, it is 27. Therefore, this is the scheme by and large. I think the Members of Parliament were wise in arriving at this conclusion because (1) it represents all sections of the press and (2) it also inducts some eminent interests like the Bar Council, the University Grants Commission, etc. which one can say represent the interests of the readers also. At same time, three Members of Parliament, from this august body and the august House of the Rajya Sabha, represent the interests of the readers as well as the public as a whole. But, very unfortunately, difficulties arose when nominations were made. I am not going into details why it was done and why it did happen. But the Members of the Nominating Committee felt very pricked at the type of criticism that was levelled. The criticism in one or two cases, unfortunately, even questioned their *bona fides*. It is very unfortunate because a body has been set up to introduce some sort of an inner discipline in the profession itself. Even some members of the profession criticised the most eminent citizens that one can find in the country. On the whole, I think, it is a very sad comment on our functioning. Therefore, immediately thereafter, the members decided that they would submit their resignations. The resignations were submitted to the Government in about 1970.

We hoped that with the passage of time it will be possible for the Chairman, Rajya Sabha and the Speaker, Lok Sabha and the Chief Justice of India to reconsider their resignation and they might decide to again function for constitution of a Third Press Council also. It is very sad that we have not succeeded in doing that. That is why it was not possible for us to decide as to how the Third Press Council should be constituted. The only way would be that the term can be extended till we are able to constitute the Third Press Council. We have also at the same time constituted an Advisory Committee of Members of Parliament having as many Members from all parties as possible and this had its first meeting already and the second meeting is going to take place, to discuss all these matters and find out what way could be found. And, the Committee of Members might take this opportunity to examine further the functioning of the Press Council also in its various spheres.

But one thing has to be kept in mind basically and that is that if the Press Council were to function effectively some code of conduct has to be evolved on the part of these who are thinking in terms of proper functioning of the Press Council. It is no use requesting a person to sit in the committee of nomination and then question his *bona fides*. This is very unfair. After all when we are working in a system it cannot always happen that what I wish or what any hon. Member wishes will always be agreed to. Those who sit on the Selection Committee and those eminent personalities have to function in the light of their best judgements. Whatever judgements they

arrive at, should be respected. Therefore, what I feel is that if the Third Press Council has to function effectively, and if some new Members have to come in—I do not know how we can find them—then, this will have to come to be accepted as a preamble. A sort of discipline should come within the newspaper industry itself. Having said that, I wish to submit that the Government has nothing to do with the Press Council, in its functioning. That is why we have set this up under an Act of Parliament. I would like also to point out that nobody represents the Government on the Press Council. The reports are not submitted to Government. The reports are submitted to the House directly. The only thing I am called upon to do is this. If any hon. Member asks a question, we forward the question to the Press Council and whatever reply comes we put it before the honourable House. Therefore, it will be very unfair for any one to go to the extent of saying that he does not believe that the Press Council is completely free of Government in its influence and all that. Instead of making such a sweeping statement, if any instance has been brought to my notice to show that the working of the Press Council was being influenced by the Government either directly or indirectly I would have been very happy. There has been no effort either to influence or to intervene in any matter. We are not interested in this because basically the function of the Press Council is to bring the newspapers themselves round to some sort of common code of conduct. They might censure if some body might have said some obsence things. They might have been censured. Government does not come into the picture at all. Mr. Madhu Limaye quoted one or two instances. There was an instance when they even censured a State Government.

If we had tried to influence or if we had tried to intervene, then, naturally, the results would not have been achieved. Therefore, when my hon. friend, Shri Limaye was telling the same thing twice, he was feeling or he was somewhat suspicious about that. It is naturally something about which at least one cannot help. But, one thing is certain that if he were suspecting about something and in the same breath, three months ago, when he was quoting the editor's case, he should have been more careful in doing so. By doing it he was only contradicting himself.

Similarly, my hon. friends, broadly speaking, have brought a few points which, I would like to submit to you for the consideration of this House. My hon. friend, Shri Shastri, speaking in the beginning of the debate, dealt with the working journalists' voice being feeble. I am in the hands of the House, and the composition of the Press Council is known to you. I have read it out already. If, by amending the main Bill, the Members here or those who are working on the Advisory Committee feel that the composition should be changed and more voices should be given to the working journalists, I am in the hands of the House. The Government have no rigid attitude for any adjustment being made in it because, ultimately, the basic issue is that whatever be the composition of it, it can help in evolving a better functioning of the Press Council and the Members of the Press Council have got the freedom to make it discharge its responsibility with more dynamism. You are most welcome to do what you may like to do. I have no objection to this. And I will not enter into the controversy whether one organisation is better than the other because that is not my responsibility. I think that this is something which has to be decided by the journalists themselves whether they want to have one or 21 organisations. That is not for me to decide nor for the Government to decide. Whether profession-wise or trade-unionwise, what should be done, that is entirely with the ranks of the journalists. They should not be divided. As you know since Government does not get into these things, it is very difficult for me to say as to what it should be and how that should be handled.

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He has also mentioned something about the news agencies and the corporations. I will not take this opportunity to discuss it here, because there are other occasions available for discussing them at length and my views on the subject are very well known to you.

Dr. Pandeya asked a pertinent question as to why the Committee resigned. I wish he had listened to the debate. He would have known by now as to why the Committee decided to quit. Also, he asked a question if a Committee of Members of Parliament is being set up to advise. I have, already replied 'Yes it has been set up'. Again he tried to deviate slightly from the point and came to newsprint. In this House as well as in Rajya Sabha we have discussed the newsprint situation a few times. I have also tried to bring before this House the very difficult situation that we are facing. There is a great deal of shortage of newsprint in the country. We are getting far lesser than what we need. We are producing something in the country but we need considerably more. The misfortune is that when the world prices start rising, those who generally swear by the business ethics have decided to back out of their commitments. It is not happening only in the case of newsprint shortage. Yesterday, I think that in answer to one of the questions in this House itself, my friend, the Minister for Agriculture, said that he was facing the same situation with regard to import of fertilisers. At the moment there are about 11 or 12 commodities in the world where there is acute shortage. That is, the same is the position in the world. We hoped that we would develop the same internally. New industries will be coming in the course of the next two, three or four years. And the situation will be far better for this country's dependence always on the vagaries of imports.

Shri Chandulal Chandrakar was himself a Member in the Press Council. He knows its working well. He tried to plead their case very well. But, I was really not in a position to understand when he posed a question as to why it should not be made a statutory body. Really I do not know whether he was pleading for a non-statutory body or for the continuation of the same as a statutory body. I think he knows that it is a fact that this is a statutory body. The intention of the Members of the Press Commission was that it should be so; the intention also of Members of Parliament on the Advisory Committee was the same. And it seems, unless he wishes otherwise, that the statutory character should continue. But when the main Bill comes, if the Members decide that it should not be so, I shall again be at the disposal of the House.

Again, some specific issues have arisen. Particularly Shri Tombi Singh had asked why the agency service to small papers should not be subsidised. Again, it is a subject by itself. I can only say on this occasion that my sympathy and support for small newspapers is always there, because I am keen and I am convinced that if we think in terms of freedom of the press, freedom of the press has to be thought of in terms of the whole body of the press and not for a few only. There is a debate about what can preserve the freedom of the Press, what intervention is there by big money, what industrial intervention is there in this and so on, but I shall not deviate from the main debate today and take your time on these things now.

My hon. friend Shri Shyamnandan Mishra is not here at the moment. He is a very able man and very capable and a very highly read intellectual....

SHRI VASANT SATHE (Akola): And also honourable.

SHRI I. K. GUJRAL: Every one sitting here is honourable including him.

SHRI VASANT SATHE: He is more so.

SHRI I. K. GUJRAL: The difficulty basically is this. I would not say it of all intellectuals, but some intellectuals have some fixations in life. He is also fixated on some ideas, and one such idea where he gets fixated is that newspapers are not giving any attention to the Opposition, and Government are not giving any attention to the Opposition and he is not getting any attention. This sort of growth pattern is not good for a personality, because then from childhood to old age one would keep on asking for attention. Attention is never demanded by anyone, but attention is something which one always gets if one does and acts in a way that attention is asked for. But he seems to be always obsessed by the idea of attention. I think it was Freud who for the first time said that there was an element of limitation in this. I think my hon. friend Shri Shyamnandan Mishra may have a look at himself more carefully from this fixation point of view.

Another fixation for him is that he is always having the feeling that Government are interfering with the freedom of the press. It is a very interesting thing. All of us who read the newspapers every day know, I think, that this Government may be the unique Government in the world which does not have its own newspapers. I can hardly think of a political party in the world over, which does not have newspapers. Our party does not have any newspaper of its own....

SHRI MADHU LIMAYE: Most of the newspapers belong to his party, including *The Current*,

जिस के चेयरमैन माल्वे साहब हैं। अभी अभी उन्होंने लिया है। क्या वह उस के चेयरमैन नहीं हैं ?

श्री नरेन्द्र कुमार सालवे : चेयरमैन होने से क्या हुआ।

SHRI I. K. GUJRAL: My hon. friend Shri Madhu Limaye might think that all those who are not with him are against him. He need not get worried. That is not his situation....

SHRI N. K. P. SALVE: I am Chairman of a company.

SHRI I. K. GUJRAL:...and he is one of those persons who are very well publicised, and I think that that should give him satisfaction.

SHRI N. K. P. SALVE: It must be made absolutely clear that *Current* has nothing to do with the Congress Party on the floor of the House.

SHRI I. K. GUJRAL: Fortunately.

I quite agree and I want to say it that *The Current* or any paper for the matter of that has nothing to do with either the Congress Party or the Government. Therefore, I do not know whether Shri Salve has anything to do with it or not. If he has, I shall be very happy, because then I can talk to him as a newspaper-owner, but I do not think so, and I hope he is keeping his activities within more desirable sphere of action. I was saying this in a lighter vein, lest it should be taken very seriously.....

MR. CHAIRMAN: Sometimes, it is good to be lighter also.

SHRI I. K. GUJRAL: But since everything is recorded here, one has to make it very clear so that my hon. friend does not suffer from it later on and something is not quoted against him later on.

Shri G. Matha Gowder made a very interesting comment, but he has another fixation which is also very interesting namely that everything in the world ultimately goes back to the autonomy of the States. The nominating committee of the press council resigns, and therefore there should be more State automony; I do not know whether I should reply to this or not. There is an ordinance brought forward to give extension to the press council; so, there should be more autonomy to the States. The newspapers are functioning very effectively; therefore, there should be more autonomy to the States; they are not functioning so effectively, and, therefore, again there should be more automony to the States. Therefore, he knows it better as to what possibly

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can bring more autonomy to States. I will not take further time on this point.

Shri Vikram Mahajan while speaking also mentioned about various things that I have covered. Apart from those, he spoke about the wage board. I am not dealing with it at the moment; or does my Ministry deal with it. It is dealt with by the Labour Ministry. Therefore, I think he should address his comments to the Labour Ministry as such.

Madhu Limaye has stayed to listen to my reply. That is why it is always interesting to speak or debate on the points made by a member who is present, because some members believe in the bad habit of a motorist hitting and running away. It is good that Shri Limaye even after he has hit is present to listen to the reply. I compliment him for that.

SHRI MADHU LIMAYE: Mutual admiration society!

SHRI I. K. GUJRAL: I think his main point was why should the press be *under* the Ministry of Information and Broadcasting? I can only tell him that the press is not under any Ministry or the Government of India. And, therefore, any suggestion whether it should be the I & B or Culture or Railways or Transport or any other Ministry (*Interruptions*) or the Department of Parliamentary Affairs—my friend, Shri Raghu Ramaiah also wants his Ministry to be brought in—is wrong because the friends in the press, whether on the working journalists side or ownership side or the ones sitting in the gallery above, will not like this idea that the press should be *under* some Ministry, because I think the strength of the press lies in this that they are not under any governmental, ministerial set-up. They function effectively and function as an institution of which we can be proud. When we think of newspapers, we should not think of one or two or three or four newspapers which may affect our thinking. If you look at the whole institution of the press in this country and the freedom with which it functions, whether in the matter of giving information, or in the matter of expression of views, I think it is an institution which has grown in a very substantial way. It has come a long way, it has a very rich tradition. It has a history of which all of us can be proud. I think it was with open eyes and deliberately that the Constitution-makers thought that without freedom of expression, there can be no democracy and this Government—I have said it many times—stands committed to it. With us—I have said it before and I repeat—freedom of the press is not a matter of policy; it is a matter of belief, it is a matter of creed, it is a matter of faith. Because I do feel that the institutions have to be built, and even if correctives have to be applied, the correctives must be applied through institutions like the Press Council which are not part of the governmental bodies but are discipline imposing bodies which the press itself imposes on itself. That is why you must have seen that in the Act as it is, no powers have been given to the Press Council to punish, because punishment would involve action which has to be taken by a wing of government. It is the Government that can punish. Therefore, the powers of censure have been given more as an internal discipline. My hon. friend, Shri Salve, shakes his head, because he thinks more power should be given. I do not know whether he is talking as a Member of Parliament or as the owner of a press. But if he feels that more powers or more teeth to the Press Council are desirable, I will be very glad to discuss it when the main Bill comes before the House. If he wants to interrupt, I yield.

SHRI N. K. P. SALVE: He is a hard-headed realist....

MR. CHAIRMAN: Is it on a clarifications?

SHRI N. K. P. SALVE: Yes. My hon. friend is a hard-headed realist, but if he is not to go by utopian ideas....

SHRI MADHU LIMAYE: Utopian ideas?

SHRI N. K. P. SALVE: Utopian ideas. Under the existing system, with the present set-up, the Press Council has completely failed. Its voluntary discipline has not been enforceable for various reasons. Is he working on some scheme under which this discipline can become enforceable? In this connection, may I point out that there are various organisations enforcing voluntary discipline, with punishment? Take the Institution of Chartered Accountants of India. If a member is hauled up for breach of professional ethics, they merely recommend a certain punishment. It is for the courts to punish. He can think of something on these lines. But under the existing system, the present Press Council has failed. Therefore, I ask, is he going to work this idea?

DR. KAILAS (Bombay South): The Medical Council is also working on the same lines as Shri Salve mentioned. They have the Central Council and State Councils and take punitive action against their members. Why not Press Council be empowered on those lines?

SHRI N. K. P. SALVE: I stand completely for the freedom of the press, but freedom of the press does not mean untrammelled, unbridled licentiousness.

SHRI I. K. GUJRAL: If I am not mistaken, the point that I would like to make basically—I am not defending any position—is this. I think the example of the Medical Council or the Bar Council or the Institute of Chartered Accountants will not apply to the Press Council, because none of these have been given those privileges which you have given under article 19(1) of the Constitution. If the freedom of the press is to be preserved, then every step that you think of should first conform to that test, and that is why I suggest thinkers like Mr. Salve and Dr. Kailas should kindly think in detail on this subject. I am not taking any position on this. I am only saying that we have to be very careful when we decide to give teeth to the Press Council. If the teeth find themselves rather deep into the flesh, then perhaps it might be bad. Therefore, I would suggest that when the main Bill comes on the amended basis, then, you might think over it at greater length. But at this stage, I am not deliberately going into this. This subject was also discussed in 1970 when I had the good luck of being the Minister of Information at that time also, and when I was looking at the debate, I found this very subject and this very issue also. The interesting thing is that the Advisory Committee of Members of Parliament also went into great detail on this subject and they unanimously came to the conclusion that powers should not be given to the Press Council for punishment. This was not the Government decision. We are very careful on such matters that the governmental decision should not be made, but the decision of the House is different. I think when the Members of Parliament meet again at the Advisory Committee, they will think it over further.

My friend Shri Madhu Limaye also has talked about *Mother India*, and certain advertisements being stopped. Normally, I would not have talked about this paper because I think my friend Shri Madhu Limaye is also aware as to how many times, unfortunately, this paper has been censured by the Press Council and on what charges. For a very respectful body like this, even to think that there can be a paper, edited by a former Member of this House, which is time and again censured because he writes obscene things, is something about which we will not be very happy. I

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think we may differ on political issues and on socio-economic issues, but on one thing we do not differ at all, and that is, obscenity. Again, I am nobody to define what is obscene and what is not. But if the Press Council decides that a person is keeping on writing or persists in writing obsence things and is having that perverted attitude towards like—he writes in a paper which goes to families—and if as a result thereof some advertisers feel that they should not advertise in it, am I to blame? It is a strange allegation against me.

But I request that one thing may kindly be kept in mind: that even advertisers have got a degree of self-respect and many of them may not like themselves to be associated with papers which were censured for obscenity and vulgarity. Therefore, if those who have stopped their advertisements in a paper simply because that paper is accused obscenity and vulgarity, I think my friend Shri Madhu Limaye should compliment those advertisers that their only purpose in life is not to make money through advertisement but they also feel that some papers are not good. (*Interruptions*)

MR. CHAIRMAN: He wanted to know whether it was Government influence. I allow him the compliment.

SHRI I. K. GUJRAL: I am appreciating the good work done even by a bad person and, therefore, I think my friend Shri Madhu Limaye should also join me in this, in offering them compliments if by any chance sometimes they do good.

AN HON. MEMBER: Give the devil its due.

PROF. MADHU DANDAVATE: Punishment with retrospective effect!

SHRI I. K. GUJRAL: Another point which my friend Shri Madhu Limaye made, which is very pertinent, is regarding the influence of big money on papers for advertisements. I am in agreement with him. On many things I have differed with Shri Madhu Limaye, but there are some areas in which I agree with him. Infortunately, in our country the entire institution of the press has grown in such a way that advertisement is the mainstay of the economy of a newspaper.

Again, unfortunately, no alternative methods have yet been evolved and therefore those of us, not me but friends like Mr. Solve, Mr. Patil, and others who had associated with the Press must have been thinking: what is the way out and how can one decrease this influence. At the same time it is an increasing influence because the advertisement budget in India is growing very fast. About three years ago I had said in this House that the total advertisement budget in India used to be in the neighbourhood of Rs. 20 crores; the figures have now risen to rough Rs. 60—70 crores. A substantial part of it goes to newspapers. Institutions like the Press Council can help us here where even if advertisments are given, two or three things are kept in mind. Some sort of a code must be followed whereby a percentage between reading material and the advertisement material is kept. It is not as if increasing advertisement should keep on eroding into reading material.... (*Interruptions*) I think they are unfair to intelligent readers like Mr. Madhu Limaye when they do like this.... (*Interruptions*) People skip over page after page without reading these advertisements.

My hon. friend Mr. Limaye made a complaint that the news agencies do not cover him. I am not here to defend the news agencies and think he will be able to talk to them direct. But in whatever I read on my telex, I think I read his name more often than I read my own and it makes me sometimes feel envious of him. Therefore I do not think he is right there. My friend here talked about blackmarket in newsprint. It is a very unfortunate thing.... (*Interruptions*)

My friend Mr. Mavalankar is a very able person and made a very beautiful speech. He should not have asked me the question he posed; he should have asked the Speaker himself. He asked: why was the committee so touchy about criticism? If some people happen to be sensitive, I cannnot help it. But we might clarify one thing. We should not forget that the Speaker of this House, the Chairman of the Rajya Sabha and the Chief Justice of India were functioning on the committee, not in their individual capacity; they were functioning *ex-officio;* the Bill lays down, *ex-officio*. Therefore when the Chief Justice or the Speaker or the Chairman of the Rajya Sabha functions in a committee and when their acts are criticised, it may not become a public issue. One thing is very certain; it does reflect on the integrity of such dignitaries.

SHRI P. G. MAVALANKAR: My point is this. The three distinguished persons involved could not naturally be criticised because those offices should not be brought into public debate and disrepute. How is it that you thought of this committee then? Was this not anticipated?

SHRI I. K. GUJRAL: I did not think of it. Originally in 1954 the idea was the Chief Justice, a nominee of the President and the Chairman of the Press Council. The Committee of Members of Parliament thought of this substitute; it was not as if the Government decided on this. It is now for you to decide. I can take this House into confidence that in the Committee of Member of Parliament now sitting to advise us, the Government will go with an open mind. We have not gone with a proposition and told them what type of nominating committee should be constituted. For the time being they are going to hear evidence from various people and I hope they will be able to come to a right decision.

15.00 hrs.

I think I have covered all the points which are directly concerned with the Bill.

SHRI P. G. MAVALANKAR: The members of the nominating committee resigned as far back as 1970. Why was nothing done for 2½ years?

SHRI I. K. GUJRAL: From 1970 we were hoping that with the passage of time perhaps it will be possible for us to persuade them to take back their resignation. I even tried as late back as three months ago. But the argument given to me by the Chairman, Rajya Sabha particularly, was very persuasive, namely, it would be in the interest of both the Houses if the Presiding Officers are not brought into any controversy. I saw force in it. That is why I stopped persuading them further. The delay has not been because we did not act. Sometimes inaction is also part of action.

SHRI ANANTRAO PATIL (Khed): The Minister has agreed that newspapers are utilising about 65 to 70 per cent of the space on advertisements and the material for reading is very less and the Press Council is not in a position to put any restriction on them. The Press Council as it is constituted today is not in a position to preserve the freedom of the press because the monopolistic tendencies are on the increase. The Press Council is only a spectator. If the Council has to be effective, its constitution has to be changed. He has not replied to this point.

SHRI I. K. GUJRAL: Mr. Patil is a member of the Council and he speaks from experience. If I have a complaint against the Press Council it is this. While amending the law in 1970 we had charged the Council with the responsibility to come out with a report about monopoly and chain papers So far they have not done so. In a way I was surprised when I heard from the Council that they wanted to

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know the mind of the Government before making up their own mind about it. Government wrote back to say that Government's mind is open and Government would like to know the Council's views before making up its own mind. The very concept of the Press Council, from the Press Commission onwards, was basically that it should be able to introduce some sort of "public opinion" within the press itself whereby norms can be evolved. If the ratio between advertisement and reading materials is so vital, why should, after all, the press feel that everything must be regulated by an Act of Parliament?

Vital issues like the freedom of the press, industrial relations in the newspapers, monopoly growth in newspapers, ratio of advertisement and reading material and the pricing of newspapers should be settled by the press people themselves. The Press Council can act only as a catalyst. Naturally, the catalyst has got its own limitations. If other people do not hear or react, it is helpless. I do hope that from now onwards the press as an institution will appreciate and realise that the discipline is the inner discipline and the best growth pattern is that which is imposed by the institution itself.

MR. CHAIRMAN: I am very happy that the Minister's speech has relaxed my friend Shri Madhu Limaye. I see him in a very cheerful mood now.

The question is:

"That the Bill further to amend the Press Council Act, 1965, be taken into consideration."

The motion was adopted

MR. CHAIRMAN: We will now take up clause-by-clause consideration. There are no amendments. The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI I. K. GUJRAL: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: Motion moved:

"That the Bill be passed."

श्री मधु लिमये (बांका) : सभापति महोदय, मैं एक ही मुद्दे पर बोलना चाहता था, लेकिन मेरे मित्र ने मेरे भाषण में कुछ अमंगलियां पाई, इसलिये पहले मैं उनसे कहना चाहता हूं कि सरकार की जो आलोचना मैंने की थी वह प्रेस कौंसिल के संबंध में नहीं थी ; मैंने जो आलोचना की वह प्रेस की स्वतन्त्रता का जो साधारण सवाल है, उसको लेकर की थी । जहां तक प्रेस कौंसिल का सवाल है, मेरा प्रेस कौंसिल पर यह आरोप था कि प्रेस कौंसिल एक्ट के तहत प्रेस कौंसिल के ऊपर जो दायित्व डाला गया था, उस दायित्व को उन्होंने पूरा नहीं किया और मंत्री महोदय इस मामले में मुझ से सहमत हैं, क्योंकि स्वयं उन्होंने कहा है कि ये-ये काम प्रेस कौंसिल को करने चाहिये, जो इन्होंने नहीं किये ।

अब मैं एक ही मुद्दा आपके सामने रखना चाहता हूं—यह जो राजनीतिक सत्ता है, आर्थिक सत्ता है, मनी-पावर तथा पोलिटीकल पावर, इनका इस्तेमाल आज कैसे किया जा रहा है, इसके बारे में इस सदन को सोचना है, सरकार को भी सोचना है और प्रेस कौंसिल को भी सोचना है । आज 60 करोड़ रुपया यदि इश्तिहारों पर खर्च हो रहा है, तो यह बहुत बड़ी शक्ति है—अखबारों को प्रभावित करने की । मैं कुछ उदाहरण आपके सामने रखूंगा—इस तरह के विज्ञापन निकलते हैं—

"The progress report of a committed management".

[श्री मधु लिमये]

बम्बई के सभी अखबारों में इतना बड़ा विज्ञापन निकला है। यह ग्रुप कौन है ? यह सब से ज्यादा चोर-बाजारी करने वाला, करों की चोरी करने वाला ग्रुप है, जिसके बारे में कई मैमोरेण्डम मैंने दिये हैं। लेकिन जब इस तरह के बड़े इश्तिहार इनके द्वारा अखबारों को मिलेंगे-तो उसका क्या प्रभाव पड़ेगा। साल्वे साहब हंस रहे हैं "करन्ट" को भी मिलेगा। नेशनल हेरल्ड बड़ा प्रतिशील माना जाता है, उसमें कौन कौन हैं। मैं उसमें नहीं जाता, नहीं तो सबेरे ही फाएड और यंग पढ़कर आये हैं, मेरे बारे में भी किसी फिक्सेशन की खोज करने लगेंगे। यह नेशनल हैरल्ड अखबार है, इसमें गोविन्द शुगर मिल, बिरला काटन स्पिनिंग एण्ड वीविंग मिल्स और अवध शुगर मिल्स के विज्ञापन छपे हैं, ये सारे बिड़ला कम्पनियों के विज्ञापन हैं।

और देखें। रामायण की बात है। दसमुखी रावण है इसमें महात्मा गांधी भी हैं और इसमें भारत की जो प्राचीन नृत्यकला है उसके भी सारे पोजेज दिये गये हैं। यह बिड़ला कम्पनियों के इतने एडवर्टीजमेंट मिलने की बात है। इसी तरह से नेशनल हेरल्ड का यह अंक है जिसमें डी सी एम के एडवर्टीजमेंट और जे के के एडवर्डीजमेंटस हैं। आप ताज्जुब करेंगे कि ढाई घंटे की यहां पर बहस हुई यानें के सिलसिले में जिसमें सेन्चुरा एनका, जे के सिंथे टिक्स की पूरी आलोचना की गई, मंत्री महोदय ने भी कहा ठीक बात है लेकिन उसका एक वाक्य भी नेशनल हेराल्ड में नहीं आया जबकि साल्वे साहब ने भी उसमें भाषण किया था तो यह मनी पावर किसी को भी प्रभावित कर सकती है, नेशनल हेराल्ड उसमें कोई अपवाद नहीं हो सकता है हालांकि उसके पीछे बड़े शक्तिशाली लोग हैं। विदेशी मुद्रा की और विदेशी कम्पीनयों की हम यहां पर बात करते हैं और उसमें एक मुतफिक राय है जहां तक कंज्युमर इंडस्ट्रीज का सवाल है, हमको विदेशी कम्पनियों को विदेशी मुद्रा को प्रश्रय नहीं देना चाहिये, लेकिन यह पैट्रियट और दूसरे प्रगतिशील अखबार हैं जिसमें हर दिन इंडियन टोबैको कम्पनी और जे के के एडवर्टीजमेंटस आ रहे हैं :

"One day beautiful women will sleep here."

यहां नहीं इनके द्वारा जो होस्टल बनाये जायेंगे उनमें हर दिन आ रहे हैं। इंडियन टोबैको कम्पनी का 80 परसेंट मार्केट पर कब्जा है और अब पैट्रियट में इस तरह के एडवर्टीजमेंट दिन रात आने लगे हैं। जब इंडिस्ट्रियल डेवलपमेंट बिल आयेगा और बहस होगी तो विदेशी मुद्रा पर हम सारी बातें रखेंगे। मैं व्यक्तिगत पब्लिसिटी को लेकर चिन्तित नहीं हूं, मेरी कभी शिकायत भी नहीं रही है बल्कि उन्हीं लोगों को शिकायत होती है जिनके पास कहने के लिये कोई सामग्री नहीं है। जिनके पास कहने के लिये ठोस बातें होती हैं, इसमें सेंसेशनलिज्म या बात नहीं है, उनको तो कितना भी इन्द्र कुमार गुजराल कोशिश करें, थोड़ी बहुत पब्लिसिटी मिल ही जायेगी। इसलिए इसमें व्यक्तिगत स्तर की बात न ली जाये

श्री बसन्त साठे : आपने इंडिया टोबैको से इन्दर गुजराल का सम्बन्ध कैसे जोड़ा ?

श्री मधु लिमये : मैंने तो कहा नहीं फिर आप क्यों सम्बन्ध जोड़ना चाहते हैं।

नो विदेशी पूंजी के बारे में, इंडस्ट्रियल हमउसेज के बारे में और आर्थिक सत्ता के विकेन्द्रीयकरण के बारे में जब यहां पर बहसें उठाई जायेंगी तो बात करूंगा। मैं वर्किंग जर्नलिस्ट की बुराई कर रहा हूं। कई दफा मुझ से कहते हैं कि हम तो सारा भेजते हैं लेकिन हम क्या करें, उसमें बड़ी शक्तियां काम करती हैं।

अन्त में मैं यही कहना चाहता हूं कि जो आर्थिक सत्ता है वह लम्बान में, लांग-टर्म में राजशक्ति पर पोलिटिकल पावर के ऊपर भी हावी हुआ करती है। आप

कुछ भी करें लेकिन उसका खयाल हमेशा मन्त्री जी को रखना चाहिए, यही बात मुझे अर्ज करनी है ।

SHRI ANANTRAO PATIL: Mr. Chairman, Sir, I do not want to raise any controversy or take a long time. But at the end, the Minister made two points. About the functioning of the Press Council, he also expressed some expectation, in the future, from the third Press Council. As Mr. Salve said, only wishful thinking is not going to make any amends or talking of a situation is not going to do any good to the Press Council or to the press industry and that we must take into consideration how the Press Council is formed or constituted.

Now, when he says that the Press Council ought to have formed a public opinion through the press itself, about the code of conduct of press, functioning of the newspapers may be in the case of advertisements or reading material, and when the Members of the Press Council come from various institutions or various organisations, I made this point very clearly and emphasized it that majority of them belong to the vested interests, maybe, in the form of an editor or a manager or a proprietor or a working journalist. Suppose a question comes in the Press Council to advise the newspapers of this country, 'For the good of the people, let us restrict the space for advertisement, if not to 40, to 50 per cent'. Who is going to listen? They are people who belong to big business houses. They are there to make money and not to inform or educate the public. They have nothing to do with the problems of the people, with the problems of the country. They are there, just as they are there in jute or any other industry, in the press industry to make money. That is all. As long as Government is not going to consider that press is an industry as well as a profession, a noble profession, to inform and educate the people and create public opinion, as long as the growth of the press is lopsided and the Government is silent on that, there would not be any good work done by the Press Council as it is constituted in the form in which it is today. This was the point that I wanted to make.

SHRI MANORANJAN HAZRA (Arambagh): The recommendation of the 1954 Commission is going to be implemented in the year 1973! 19 long years have already passed. Surely, the recommendation which is being implemented after 19 years has lost its reality. So, sufficient application of mind on this Bill has not been made by the Ministry.

Press is an industry no doubt, but at the same time it is related to newsprint and newspapers also. I would like to remind our hon. Minister that in this House....

MR. CHAIRMAN: Just a minute. It seems that some of the hon. members get up from their seats and keep talking to other members standing. That does not add to the decorum of the House. If they want to talk, they should sit down and talk quietly.

The hon. Member may now continue.

SHRI MANORANJAN HAZRA: In this House there was some uproar in regard to a newspaper. There is a paper in Calcutta, namely, Bangladesh. That paper was burnt by some miscreants. Now Parliament has taken steps against them. You will find it in the 13th Report of the Committee on Petitions. Again, in Calcutta, the STC is not supplying papers to the Bangladesh weekly and monthly. I request the hon. Minister to look into the matter. I have written a letter to him and I will hand it over to him now.

I welcome this Bill though it has come late.

श्री : सहाक सम्भली (अमरोहा) चेयरमैन साहब, मुझे अफसोस के साथ कहना पड़ता है कि हमारे हिन्दोस्तान के अखबारों का मोल जहां हमारी आजादी की जद्दोजहद

[श्री इसहाक सम्भली]

में और आजादी की हिफाजत के लिए बहुत अच्छा रहा है वहां उन अखबारों को जो अवाम की आवाज और अवाम का तर्जुमान होना चाहिए था उस तर्जुमानी के बजाये आज हम देखते हैं कि बड़े बड़े व्यापारियों की तर्जुमानी की जाती है । आज हम देखते हैं राइट रिएक्शन की तर्जुमानी की जाती है । आखिर कोई पालिसी होनी चाहिए, सरकार प्रेस कौंसिल बनाने जा रही है, सरकार उनके वास्ते एक अच्छे आर्गेनाईजेशन का इन्तजाम कर रही है फिर क्या मानी हैं कि कोई पालिसी ही नहीं ? आर्गेनाईजेशन होगा, मदद होगी लेकिन कोई पालिसी नहीं होगी, कोई नीति नहीं होगी । इसलिए आज इसकी बहुत जरूत है । हमने इस देश के लिए सोशलिज्म, सेक्युलेरिज्म और डिमोक्रेसी को करार दिया है लेकिन आज कितने ही अखबार इस देश में हैं जो सेक्युलेरिज्म के पीछे डंडा लेकर पड़े हुए हैं । वे चाहते हैं कि इस देश में हर चीज बाकी रहे लेकिन सेक्युलेरिज्म बाकी न रहे । सोशलिज्म न आ सके, डेमोक्रेसी बाकी न रहे । हम सब अखबार पढ़ते हैं । उन का जो रोल है इस वक्त हमारी लाइफ़ में वह क्या रोल है ? इसके बारे में सरकार जो कदम मेहरबानी करके उठाये अखबारों के बारे में अपनी पौलिसीज भी कायम करें । नेशनल यूनियन आफ़ जर्नलिस्ट्स को रिकग्नीशन दिया जाता है । कौन हैं इस में ? मेरे साथी माननीय रामावतार शास्त्री ने इसके बारे में काफ़ी कुछ कहा है, मैं ज्यादा नहीं कहता, लेकिन इतना ही कहूंगा कि क्यों नहीं वर्किंग जर्नलिस्ट्स को रिकग्नाइज किया जाता है ? क्यों नहीं उन को रिपजेन्टेशन इस काउन्सिल में बड़े पैमाने पर दिया जाता है ? बड़े बड़े अखबारों का रिप्रजेण्टेशन है जिन का सरकार पर दबाव है, हमारी पौलिसीज पर दबाव है, जो टाटा, बिड़ला और इंटरनेशनल कैपिटलिस्ट्स की मदद से चल रहे हैं । आप हिन्दी के अखबारों में देखें, हिन्दी का एक अखबार है "जनयुग" जो सही माने में आवाम को आवाज को सामने रखता है । लेकिन उस का कोई भी नुमाइन्दा पार्लियामेंट की प्रेस गैलरी में नहीं है । इसलिए आप मेहरबानी कर के इस के बारे में एक पौलिसी तय करें, और जो अब तक पौलिसी चल रही है बड़े बड़े अखबार के मालिकों के सामने दबने की उस को खत्म किया जाय और अखबारों को आवाम का तर्जुमान बनाया जाय ।

شری اسحاق سنبھلی (امروہہ) :

چیرمین صاحب مجھے افسوس کے ساتھ کہنا پڑتا ہے کہ ہمارے ہندوستان کے اخباروں کا رول جہاں ہماری آزادی کی جد و جہد میں اور آزادی کی حفاظت کے لئے بہت اچھا رہا ہے وہاں ان اخباروں کو جو عوام کی آواز اور عوام کا ترجمان ہونا چاہئے تھا اس ترجمانی کی بجائے آج ہم دیکھتے ہیں کہ بڑے بڑے بیوپاریوں کی ترجمانی کی جاتی ہے۔ آج ہم دیکھتے ہیں رائٹریکشن کی ترجمانی کی جاتی ہے۔ آخر کوئی پالیسی ہونی چاہئے۔ سرکار پریس کونسل بنانے جارہی ہے۔ سرکار ان کے واسطے ایک اچھے آرگنائزیشن کا انتظام کر رہی ہے۔ پھر کیا معنی ہیں کہ کوئی پالیسی ہی نہیں۔ آرگنائزیشن ہوگا۔ مدد ہوگی۔ لیکن کوئی پالیسی نہیں ہوگی۔ کوئی نیتی نہیں ہوگی۔ اس لئے آج اس کی بہت ضرورت ہے۔ ہم نے اس دیش کے لئے سوشلزم۔

پارلیمینٹ کی پریس گیلری میں نہیں ہے۔ اس لئے آپ مہربانی کرکے اس کے بارے میں ایک پالیسی طے کریں۔ اور جو اب تک پالیسی چل رہی ہے بڑے بڑے اخبار کے مالکوں کے سامنے دبنے کی اس کو ختم کیا جائے۔ اور اخباروں کو عوام کا ترجمان بنایا جائے۔]

श्री नरेन्द्र कुमार सालवे (बैतूल) : माननीय, मुद्रण स्वातंत्र्य उन मूल अधिकारों में से है जिस की रक्षा और हिफ़ाजत एक बहुत अहम चीज़ है हमारी संसदीय प्रणाली के लिये, प्रजातंत्र की रक्षा के लिये। तो मुद्रण स्वातंत्र्य के मुताल्लिक कुछ नहीं कहना है, लेकिन यह बात मंत्री महोदय से जानना चाहता हूं कि क्या उन की जिम्मेदारी यह कह कर खत्म हो गयी कि वह आलोचना को ले कर, उस टीका को ले कर जो तीन सदस्यों ने त्याग-पत्र दे दिया, जो दुर्भाग्यपूर्ण था, क्या यह हर वक्त नहीं होने वाली है। उन की जगह कोई भी दूसरे सदस्य लाइयेगा, जिस तरीके से जो एक सैट अब बना हुआ है उस पर प्रेस काउन्सिल अगर इन का जो मौजूदा तौर तरीका है उसी पद्धति पर काम करेंगे तो आगे चलना ही मुश्किल हो जायगा। और सिर्फ़ इतना ही कह देना कि वह आलोचनायें, घटनायें दुर्भाग्यपूर्ण रही हैं और यह दायित्व निभा देने में कामयाब नहीं हो पाये, जिस की टीका माननीय मधु लिमये जी ने की है, तो मैं समझता हूं यह अपनी जिम्मेदारी से दूर होने के बराबर होगा, अपनी जिम्मेदारी को निभाने में इसलिए मैं जानना चाहता हूं कि इस में क्या संशोधन करना चाहते हैं बुनियादी। यह वौलेन्ट्री सेन्शरशिप आनी चाहिये, यह भी सही है। क्योंकि मुद्रण स्वातंत्र्य कायम रखना है, इस को कायम

سیکولوزم اور ڈیموکریسی کو قرار دیا ہے۔ لیکن آج کتلے ہی اخبار اس دیش میں ہیں جو سیکولوزم کے پیچھے ڈنڈا لیکر پڑے ہیں۔ وہ چاہتے ہیں کہ اس دیش میں ہر چیز باقی رہے لیکن سیکولوزم باقی نہ رہے۔ شوشلزم نہ آسکے۔ ڈیموکریسی باقی نہ رہے۔ ہم سب اخبار پڑھتے ہیں۔ ان کا جو رول ہے اس وقت ہماری لائیف میں وہ کیا رول ہے۔ اس کے بارے میں سرکار قدم مہربانی کرکے اٹھائے اس کے بارے میں اپنی پالیسیز بھی قائم کریں۔ نیشنل یونین آف جنرلسٹ کو رکگنیشن دیا جاتا ہے۔ کون ہیں اس میں۔ میرے ساتھی ساتھی رام اوتار شاستری نے اس کے بارے میں کافی کچھ کہا ہے۔ میں زیادہ نہیں کہتا۔ لیکن اتنا ہی کہونگا کہ کیوں نہیں۔ ورکنگ جرلسٹ کو رکگنائیز کیا جاتا ہے۔ کیوں نہیں ان کو ریپریزنٹیشن اس کونسل میں بڑے پیمانے پر دیا جاتا ہے۔ بڑے بڑے اخباروں کا ریپریزنٹیشن ہے جن کا سرکار پر دباؤ ہے ہماری پالیسیز پر دباؤ ہے۔ ٹاٹا۔ برلا اور انٹرنیشنل کیپیٹلیسٹ کی مدد سے چل رہے ہیں۔ آپ ہندی کے اخباروں میں دیکھیں۔ ہندی کا ایک اخبار ہے دینک یگ۔۔۔ جو صحیح معنے میں عوام کی آواز کو سامنے رکھتا ہے۔ لیکن اس کا کوئی بھی نمائندہ

रखते हुए क्या यह मुमकिन नहीं है कि वह एक डिसिप्लीनरी कमेटी बना दें तीन, चार आदमियों की जिस को वह मसला सौंप दिया जाय जिस पर पूरी काउन्सिल अपना विचार कर के उन को मसला सौंप दे और तीन, चार आदमी निर्णय लें कि सेंशर करना है कि नहीं। फिर यह फैसला दे दें जिस पर कोई आलोचना न करे। जब तक यह तजवीज नहीं की जाती है न प्रैस काउन्सिल अपने काम को निभा पायेगी और न ही मंत्री महोदय जो उन को करना चाहिये वह अपनी जिम्मेदारी को ठीक से निभा पायेंगे, ऐसा मैं समझता हूं।

मैं आशा करता हूं कि मंत्री महोदय इस बात को यह कह कर चुप नहीं हो जायेंगे कि भाई यह ऐसी स्थिति है मैं आप लोगों से मशवरा करूंगा।

सूचना और प्रसारण मंत्री (श्री आई० के० गुजराल) डाल्यकर, साहब जी ने दो, तीन बातें ठीक उठायी हैं। यह जाहिर है कि प्रैस काउन्सिल किस तरह फंक्शन करे? सब-कमेटियां बना कर करे, या डिसिप्लीनरी कमेटी बना कर करे, इस बिल को इम्प्रूव करना चाहिये। बल्कि अगर 5 प ऐक्ट की धारा 12 को देखेंगे तो जो जिम्मेदारियां प्रैस काउन्सिल को दी गयी हैं वह बहुत ज्यादा हैं। सिर्फ यह नहीं है कि उन से यह कह दिया कि आप सेंशर कर दीजिए। जो 12 जिम्मेदारियां बाकी हैं उन की तरफ़ प्रैस काउन्सिल ने कम ध्यान दिया है। इसलिए बाकी 11 चीजों की तरफ भी ध्यान दें। उन में से एक यह भी है, जैसा मैंने कहा:

To study developments which may tend towards monopoly or concentration of the ownership of newspapers and news agencies including a study of the ownership and financial structure and if necessary to suggest remedies thereof.

ये हैं, टैकनीकल रिसर्च प्रोमोट करने का सवाल है, ऐजूकेशन का सवाल है, प्रो नलिज्म को डेवलप करने का सवाल है। 12, 13 मदें हैं जिन की तरफ़ प्रैस काउन्सिल को ध्यान देना चाहिये।

झगड़ा जो है वह यह नहीं है कि प्रैस काउन्सिल अन्दर से कैसे काम करे, कैसे न काम करे। वह अलग चीज़ है। लेकिन बुनियादी बात तो यह है कि किस तरह नौमीनेशन कमेटी वजूद में आये? दो तजुर्बे आप कर चुके हैं पिछले 10 साल में। एक आप ने 1965 में कमेटी बनायी तो कुछ लोगों को पसन्द नहीं आयी। फिर 1970 में कमेटी बनायी उन्होंने फ़ैसले किये तो फिर कुछ लोगों को पसन्द नहीं आये। अब यह ऐसा सवाल है जिस के मुताल्लिक लोगों को गरेबां में मुंह डाल कर देखना पड़ेगा। और जो भी इस तरह की संस्था बनायी जाती है जिस में सेल्फ़ डिसिप्लिन की बात हो, जिन में यह बात हो कि लोग अपने विचारों के मुताबिक चल सकें तो उस वक्त जो भी संस्थाओं में हिस्सा लेंगे उन को गिव ऐंड टेक के ऊसूल से चलना पड़ेगा, वर्ना कोई संस्था नहीं चल पायेगी। या यह फ़ैसला कर लें कि संस्था नहीं चाहिये। लेकिन अगर संस्था रखनी है और उसी हिसाब से रखनी है जिस हिसाब से प्रैस कमीशन ने बताया है तो फिर एक दूसरे को ऐकोमोडेट करना पड़ेगा। या बुनियादी पैटर्न बदलें। (व्यवधान)

मौलाना साहब जिस संस्था की बात कर रहे हैं उस के मुताल्लिक मेरे विचार उन को मालूम हैं। मौलाना को एक फ़ायदा है मेरे मुकाबले में और वह यह कि वह अच्छी तकरीर करते हैं। अब चूंकि वह अच्छी तकरीर करते हैं तो उन्होंने एक बात यह कह दी कि इस मुल्क के अन्दर जो बड़े बड़े अखबार हैं, जिन के ऊपर मालिकों का कब्जा है, उन के बारे में कुछ करना चाहिये। मैं भी अपनी टूटी फूटी ज़बान में बहुत दिनों से यही कह रहा हूं कि जब तक

[श्री आई० के० गुजराल]

इस मुल्क के अखबारों के ऊपर से दूसरी इंडस्ट्री का बोझा नहीं उतारा जायगा तब तक यह कहना कि अखबार आजाद हैं, यह लफ्ज आजाद से कुछ ज्यादती है । इसलिये जरूरी है कि फ्रीडम आफ़ प्रैस की जब बात करते हैं तो जो डीलिंकिन्ग की बात कर रहे हैं उस को करना जरूरी है । और उसी के साथ माननीय मधु लिमये की बात आ जाती है । उन्होंने एडवर्टिजमेंट की तरफ ज्यादा ध्यान दिलाया है । वह ठीक है, मैं उन से सहमत हूं । लेकिन सवाल यह है कि और रास्ते सोचने पड़ेंगे । संस्थाओं की एक आदत होती है, व्यक्तियों की तरह, कि वह अपनी हिस्ट्री के गुलाम हो जाते हैं क्योंकि जितने डेमोक्रेटिक सोसाइटीज में अखबार खड़े हुए हैं उन की इकोनामी आम तौर पर इश्तहारों पर चली और वहीं से रुपया आता रहा । तो वह उस पर निर्भर हो गये । एक औथर ने कहा था :

In a modern industrial society newspapers tend to become cultural wing of industry.

अब कल्चरल विंग जब बनते हैं तो मुश्किल पैदा हो जाती है । अब सोसाइटी बदल रही है, तमाम दुनिया के अन्दर एक बहुत बड़ी बहस चल रही है कि किस तरह हम दो बातें कर पायें कि आजादी का मतलब यह हो कि आजादी उन लोगों की जो कलमकार हैं । उन लोगों की आजादी नहीं जो सिर्फ मालिक हैं ।

जब तक कलमकार को आजादी नहीं आती अलग से जो 19 आर्टिकल हमारी कांस्टीटयूशन का है, उसका मुद्दा बनियादी तौर पर पूरा नहीं होता । यह बात और है कि जो कलमकार लोग नहीं हैं या जो मालिक हैं और जिन के पास रुपया है वे बड़े बड़े वकील कर लें और अदालत की डिग्रियां ले आएं । लेकिन जो समाज गारंटी दे रहा है ऐसी हालत में उस समाज की गारंटी से काफी हद तक बेइंसाफी करना होगा . . .

श्री वसन्त साठे : क्या मंत्री महोदय बताएंगे कि तमाम एडवर्टिमेंट्स पर पूरे देश में जो खर्च होता है उस में सरकार का हिस्सा कितना होता है, 60–70 करोड़ के जो एडवर्टिजमेंट होते हैं उन में सरकार के एडवर्टिजमेंट कितने होते हैं, उसका हिस्सा कितना होता है ?

श्री आई० के० गुजराल : ड्राप इन दी ओशोन । मैं आपको बताऊं कि गवर्नमेंट आफ इंडिया जिस का ताल्लुक मेरे महकमे से है हमारा कुल खर्च जो एडवर्टिजमेंट्स पर होता है सारे साल में वह करीब 1 करोड़ बीस लाख रुपया है ।

श्री वसन्त साठे : कारपोरेशंज वगैरह सब का मिला करके ?

श्री आई० के० गुजराल : वह अलग है । कुछ दिन पहले इसका रफ एस्टीमेट बनाने की कोशिश की गई थी । सैंट्रल गवर्नमेंट के कुल महकमों को मिला कर के उनका टोटल बजट डी ए वी पी, रेलवे तथा और मिनिस्ट्रीज . . . . .

एक माननीय सदस्य : एल आई सी भी . .

श्री आई० के० गुजराल : एल आई सी नहीं । सरकार के कुल महकमों का खर्च इस पर कुल मिला करके दो करोड़ से आगे नहीं बढ़ता । जहां तक पब्लिक सैक्टर कारपोरेशंज का ताल्लुक है उसकी जो रफ फिगर्ज हैं हमारे पास वह मिला करके करीब एक करोड़ के चक्कर में रह जाता है उससे ज्यादा नहीं जाता है । उसकी वजह दूसरी है । आम तौर से जितनी पब्लिक सैक्टर इंडस्ट्रीज हैं वे बेसिक इंडस्ट्रीज में गई हैं जहां एडवर्टिजमेंट्स की बहुत जरूरत नहीं पड़ती है । कंज्यूमर गुड्ज में वे नहीं गई हैं । इसलिए जब कभी हम अखबारों में उसके

इश्तहार देखते हैं तो उस तरफ हमारी नजर चली जाती है और वह चीज सामने आ जाती है ।

जहां तक स्टेट्स की सरकारों का ताल्लुक है अगर छोटी रियासतों को छोड़ दिया जाए जैसे नागालैंड है या हिमाचल प्रदेश है जोकि बहुत कम खर्च करती हैं इस पर तो बाकी की जो स्टेट्स बचती हैं अगर उनके एवरेज खर्च को लगाया जाए तब दस लाख से बीस लाख के बीच में बैठेगा इससे ज्यादा नहीं ।

जो बुनियादी बात है सरकार के एडवर्टिजमेंट्स कितने हैं यह नहीं है लेकिन यह है कि क्या उसका असर, क्या उनका इनफ्लुएंस कोई भी हो सकता है ? वह नहीं हो सकता है । इसका कारण यह है कि इनका डिसपर्सल बहुत अधिक होता है । दो चार दस बीस अखबारों को मिला कर के नहीं इनको दिया जाता है । छोटे अखबारों को अधिक देते हैं । कोशिश यही करते हैं कि जितने ज्यादा से ज्यादा लोगों को दे सकें दें । फिर कुछ इश्तहार ऐसे होते हैं जो एम्प्लायमट ओरियेंटिड होते हैं । अगर यू पी एस सी का इश्तहार है तो वह एम्प्लायमेंट ओरियेंटिड है, फैमिली प्लानिंग का है तो वह कम्पेन ओरियेंटिड है । इस तरह से जो इश्तहार होते हैं उन में हम रिजल्ट का ज्यादा ध्यान रखते हैं । कैसा रिजल्ट होगा, कैसा एरिया आफ रीडरशिप है जिस में इश्तहार जाएगा इसकी तरफ हमें ज्यादा ध्यान देना होता है ।

एक बात मैं कह सकता हूं । मधु जी शायद उससे एग्री करें और शायद अपना विचार बदल भी लें । हमने एडवर्टिजमेंट्स को एज एन इंस्ट्रूमेंट आफ पालिसी कभी इस्तेमाल नहीं किया । एक भी अखबार आप मेरे पास नहीं ला पाएंगे जो ला कर आप कह सकें कि इश्तहार बढ़ गए या घट गए क्योंकि उसकी पालिसी सरकार के हक में थी या विरोध में थी । ऐसे अखबार भी हैं जिन्होंने पिछले कई बरस से सरकार का विरोध करने की कसम खा रखी है । लेकिन उन में भी हमारे इश्तहार छपते हैं और उतने ही छपते हैं जितने उनकी पालिसी बदलने से पहले छपते थे....

श्री वसन्त साठे : चाहे वे देश के खिलाफ हों, कम्युनल हों, तब भी देंगे.....

श्री इसहाक सम्भली : प्रताप का केस है ।

श्री आइ० के० गुजराल : देश में और सरकार में थोड़ा सा फर्क मैं डालना चाहता हूं । जहां तक इश्तहारों का ताल्लुक है हमारी कोशिश यह रहती है और हम यह मान कर नहीं चलते हैं कि कोई भी अखबार देश के खिलाफ हो सकता है । भारत में चाहे अखबार हों या संस्थायें हों, हमारे साथ वे एग्री करें या न करें मैं यह नहीं कह सकता हूं कि वे देश के खिलाफ हैं और ऐसा कहना ज्यादती होगी मेरे लिए कि किसी अखबार को मैं कह दूं कि वह देश के खिलाफ है । पालिसीज जरूर डिफर करती हैं । मौलाना ने ठीक कहा है कि कुछ अखबार ऐसे भी हैं जिन की पालिसी, जिन की तर्जे निगार, तर्जे अंदाज इस किस्म का है जोकि सैक्युलरिज्म के नुक्तेनजर से ठीक नहीं है, वे साम्प्रदायिक भी हैं और उनके बारे में हमें दूसरे किस्म का एटीट्यूड अख्त्यार करने का फैसला करना पड़ेगा । पहले यह होता था कि हम अखबार को ब्लैक लिस्ट कर देते थे, उसके साथ हमारा आना जाना खत्म हो जाता था, इश्तहार हम उनको नहीं देते थे और वे हमारे इश्तहार नहीं लेते थे । हमने सोचा कि एक और तरीका भी है । जानबूझ कर जो डिफालटर नहीं हैं फ्राम दी नेशनल लाइफ अगर उनके साथ हम अपना कुछ रावता रखते हैं और उनके रीडरशिप तक अपनी बात पहुंचाना चाहते हैं तो हमें वैसा भी करना चाहिये । मसलन कोई

[श्री आई० के० गुजराल]

अखबार है जोकि किसी वक्त डिफाल्टर भी रहा हो तो मैं चाहता हूं कि जो उसके रीडर हैं उनका बायकाट न करो, उसके रीडर्ज तक अपनी कम्पेन पहुंचाओ और रीडर्ज को मालूम होना चाहिये कि फैमिली प्लानिंग अच्छी चीज है फिर चाहे एडीटोरियल फैमिली प्लानिंग के खिलाफ ही क्यों न लिखा गया हो । यही हमारी किसी हद तक कोशिश होती है और हम कोशिश करते हैं कि कोई बीच का रास्ता निकालें, पालिसी निकालें । इसको ज्यादा एनलिएट करना मेरे लिए मुश्किल होगा क्योंकि इंडिविजुअल केसिस को देख करके फैसला करना पड़ता है । लेकिन एक बात मैं जरूर कहना चाहता हूं कि एडवर्टिजमेंट्स को हिन्दुस्तान की सरकार कभी भी इस चीज का जरिया नहीं समझती कि उसके जरिये वह अपनी रियासत, अपने पालिटिक्स को या अपने इनफलुएंस को बढ़ाए या घटाए, उसके वास्ते इनको वह इस्तेमाल नहीं करती हैं ।

मधु जी ने कहा कि अखबारों में भी इश्तहारों का कुछ असर कम होना चाहिये । मैं कह रहा था कि इसके लिए कुछ थोड़ी सी बुनियादी सोच हमें करनी पड़ेगी क्योंकि हिस्टारिकल तौर पर जैसे मैंने कहा हम लोग हों या संस्थाएं हों या व्यक्ति हों वे हिस्ट्री के दबाव में बहुत रह जाते हैं और हिस्ट्री का दबाव हम पर यह पड़ा कि क्योंकि ये अखबार बढ़ते रहे इश्तहारों के ऊपर, उन की निर्भरता इश्तहारों पर रही, इस वास्ते हम यह मान कर चलने लग गए कि शायद अखबारों और इश्तहारों का चोली दामन का साथ है । इस फिलोसोफी को जैसे मैंने शुरू में कहा कि अगर कोई इंस्टीट्यूशन जो बुनियादी परपज है उसको नैगेट करने लग जाती है तो फिर हम कोआपस में बैठ कर गौर करना होगा कि कौन से रास्ते हैं जिन के जरिये अखबार चलें भी, आजाद भी रहें लेकिन साथ साथ उनके ऊपर इस किस्म के इनफलुएंस न आ पाएं जिन की तरफ मधु जी ने इशारा किया । यह फैसला मैं अकेला नहीं कर सकता । यह बहुत बड़ी नेशनल और इंटरनेशनल डिबेट का भी मामला है और वहीं इस पर फैसला करना होगा ।

मैं उम्मीद करता हूं कि सभी मैम्बर्ज के जितने प्वाइंट्स हैं उनका मैंने जवाब दे दिया होगा ।

MR. CHAIRMAN: The question is:

"That the Bill be passed".

The motion was adopted.

15.38 hrs.

INDIAN RAILWAYS (SECOND AMENDMENT) BILL

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): I beg to move:*

"That the Bill further to amend the Indian Railways Act, 1890, be taken into consideration".

Before the House takes up the Bill for consideration, I would like to ex-

*Moved with the recommendation of the President.

plain the position in brief. This Bill seeks to amend section 82A and 82J of the Indian Railways Act, 1890. Sections 82A and 82J of the Indian Railways Act, 1890 and the rules framed under section 82J constitute the provisions under which compensation to victims and dependants of victims of railway accidents is no paid. The maximum amount payable now is Rs. 20,000. Payment is made according to a schedule which takes into account the income of the deceased or the injured person at the time of the accident. The lower the income the lower is the amount of compensation.

There has been a persistent demand that the compensation now being paid to victims of railway accidents should be enhanced. It was in 1962 that the upper limit was raised to Rs. 29,000 from the then existing limit of Rs. 10,000. Since then, the cost of living has increased, and it has been felt that the amount of compensation payable to victims should also be increased. The amendment seeks to enhance the compensation payable to passengers for the purpose stated above. Further, the present connection between the income and the compensation payable leaves scope for uncertainties and doubts in regards to the income of the deceased. Hence, it has been proposed that irrespective of the income of the deceased, the compensation payable will depend only on the nature of the injury or on the fact of death. In other words, in the case of every person who dies, the amount of compensation payable will be Rs. 50,000, and in the case of every person who suffers injuries which completely prevent him from pursuing his normal activities, the compensation payable will also be Rs. 50,000. Similarly, for each type of injury, the compensation payable will be laid down so that the victims or his dependents will not be required to adduce evidence regarding the income.

To cover the additional expenditure and also for improving the safety of travelling on the Indian Railways and passenger amenities, it is proposed to levy a surcharge on passenger are as follows:

Class of ticket	Rate of surcharge per ticket (in Rs.)
Third class Ordinary and Express including individual suburban	0·05
Air-conditioned Chair car and Second class . . .	0·10
First class .	0·50
Air-conditioned	1·00
Season tickets:	
Third class and Second Class suburban and non-suburban monthly tickets . . .	0·25
First class monthly suburban and non-suburban season tickets	1·50
Quarterly season tickets .	Proportionate increase

I have nothing more to say. I commend the Motion.

MR. CHAIRMAN: Motion moved:

"That the Bill further to amend the Indian Railways Act, 1890, be taken into consideration".

श्री मोहम्मद इस्माइल (बैरकपुर) : सभापति महोदय, रेलवे एक्ट में एमेंडमेंट करने के लिये मंत्री महोदय जो बिल लाये हैं, उस में यह व्यवस्था की गई है कि अगर कोई आदमी किसी रेल दुर्घटना में मर जाये, तो उस के परिवार को 50,000 रुपये कम्पेन्सेशन के रूप में मिलेगा । अगर कोई आदमी किसी हवाई जहाज की दुर्घटना में मर जाये, तो उस के लिये एक लाख रुपये का कम्पेन्सेशन दिया जाता है । यह सरकार समाजवाद की बात करती है, लेकिन वह

[श्री मोहम्मद इस्माइल]

मरने के वक्त भी एक आदमी और दूसरे आदमी में भेद करती है । बड़ा आदमी भी मरता है और ग़रीब भी मरता है—दोनों मरते हैं, तो फिर बड़े आदमी के लिये एक लाख रुपया और ग़रीब आदमी के लिए पचास हजार रुपया कम्पेन्सेशन में दिया जाये, यह बात समझ में नहीं आती है । यह कैसा समाजवाद है ।

15.41 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

इस बिल में मंत्री महोदय ने एक तरफ कम्पेन्सेशन की रकम को बीस हजार रुपये से पचास हजार रुपये तक बढ़ाया है और दूसरी तरफ़ उन्होंने सरचार्ज लगा कर किराये को भी बढ़ा दिया है । मैं इस बात का घोर विरोधी हूं और इस की मुख़ालिफ़त करता हूं । किराया बढ़ा कर आम जनता के बोझ को बढ़ाने की इस नीति का मैं बहुत जोरों से विरोध करता हूं । यह तो बिल्कुल बनिये का तरीका है कि एक पैसा दिया और दस पैसे वसूल कर लिये । निजी मालिकों ने यही तरीका अख्त्यार किया है कि अगर मजदूरों की तन्ख्वाह में पचीस रुपये बढ़ा दिये, तो उस के साथ ही चीजों के दाम भी बढ़ा दिये—कोयला मजदूरों को डीयरनैस एलाउंस दिया और साथ ही कोयले के दाम बढ़ा दिये । यह गवर्नमेंट सरमायादारों का तरीका अपना रही है । और जब हम कहते हैं कि आप सरमायादारों की दुम हो, तो तिलमिला कर कहते हैं कि हम उन की दुम नहीं हैं, हम तो उन को दबाने वाले हैं, हम समाजवादी हैं । मैं आशा करता हूं कि मंत्री महोदय किराया बढ़ाने के बारे में फिर से ग़ौर करेंगे ।

जहां तक रेलवे के लोको रनिंग स्टाफ़ का ताल्लुक है, फिर एक नया संकट आने वाला है । उन लोगों ने हड़ताल की और गवर्नमेंट ने छः महीने के लिए स्ट्राइक को बैन कर दिया । हम चाहते हैं कि सरकार मजदूरों के साथ बैठ कर बातचीत करे और किसी फ़ैसले पर पहुंचे ।

MR. DEPUTY-SPEAKER: What has that got to do with this Bill?

SHRI MOHAMMAD ISMAIL: I am mentioning it.

MR. DEPUTY-SPEAKER: No, no. You speak on the Bill.

SHRI MOHAMMAD ISMAIL: This is connected with the Railways.

MR. DEPUTY-SPEAKER: It is connected with the Railways, but not with the Bill. Do not go all that way. There will be another occasion.

श्री मोहम्मद इस्माइल : यह देर बहुत ख़तरनाक साबित हो सकती है । मैं मंत्री महोदय से कहूंगा कि वह इस बारे में मजदूरों के साथ बातचीत करें । मेरे पास दो तीन टेलीग्राम आये हैं । वेस्ट्रन रेलवे में एजीटेशन चल रहा है । वहां किसी दिन कोई संकट आ सकता है । वहां उच्च अधिकारी मजदूरों को परेशान कर रहे हैं ।

MR. DEPUTY-SPEAKER: You can only refer to it. Please do not amplify it.

श्री मोहम्मद इस्माइल : आप कहते हैं कि जो कुछ मैं कह रहा हूं, वह रेलिवेंट नहीं है । लेकिन मैं ये बातें मंत्री महोदय के घर पर जा कर तो नहीं कह सकता हूं । यहां से देश के लोगों को मालूम हो जायेगा कि हम क्या चाहते हैं । हम चाहते हैं कि सरकार मजदूरों के साथ बातचीत कर के इस बारे में जल्दी फ़ैसला करे । रेकगनाइज्ड यूनियनों ने भी रेजोल्यूशन पास किया है कि अगर फ़ैसला जल्दी नहीं किया जायेगा, तो वे एक्शन लेंगे । आज स्टाफ़ एसोसियेशन

के लोडरों पर सख्तियां हो रही हैं । जैसे श्री के० के० धर का लामडिंग से तबादला कर दिया गया है ।

जहां तक कैजुअल लेबर का सवाल है रेलवे में दो नीतियां चल रही हैं । कुछ डिपार्टमेंट्स में तो कैजुअल लेबर को छः महीने के बाद सब फ़ैसिलिटीज मिलती हैं और कुछ डिपार्टमेंट ऐसे हैं, जिनमें कैजुअल लेबर को सिर्फ़ तनख्वाह मिलती है और कोई फैसिलिटी नहीं मिलती है, जो केजुअल लेबर सिर्फ तनख्वाह पर ही काम कर रही है और जिनकी सर्विस दस बारह वर्ष तक की हो चुकी है। मुझे आशा है कि रेलवे मंत्री इस बारे में अपना निर्णय बतायेंगे ।

श्री मूलचन्द डागा (पाली) : उपाध्यक्ष महोदय, मैं मंत्री महोदय को इस बात के लिए धन्यवाद देता हूं कि उन्होंने ग़रीब और अमीर को बराबर मुआवजा देने की व्यवस्था की है और पहले के फ़र्क को मिटा दिया है । 1971–72 में 4959 रेल दुर्घटनायें हुईं, जिन में 2619 लोग हताहत हुए । मंत्री महोदय बताएं कि सरचार्ज लगाने से रेलवेज को कितनी आमदनी होगी ।

हर साल रेलवे बजट में किराया बढ़ाने की बात जरूर होती है । लेकिन रेलवे में जो अनाप-शनाप ख़र्चा होता है, उस को रोकने के लिए क्या इन्तजाम किया गया है ? रेलवेज ओवर-स्टाफ़ड हैं । मंत्री महोदय बतायें कि स्टाफ़ को कितनी तन्ख्वाह मिलती है, बड़े बड़े अधिकारियों को कितना वेतन मिलता है और उन के बंगलों पर कितना ख़र्च होता है । हम देखते हैं कि यद्यपि आर० पी० एफ़० पर 35 करोड़ रुपया ख़र्च किया जाता है, लेकिन रेलवे में करोड़ों रुपयों की चोरी होती है । कोयले की चोरी, सामान की चोरी और यात्रियों के बिना टिकट चलने के कारण रेलवेज को करोड़ों रुपयों की हानि होती है । क्या सरकार के पास रेलवे के ख़र्च को कम करने की कोई योजना है या नहीं ? मैं समझता हूं कि रेलवे के अनावश्यक ख़र्च और चोरियों को रोकने के लिए कोई कदम नहीं उठाये जाते हैं, जब कि यात्रियों पर सरचार्ज लगाया जा रहा है । रेलवेज द्वारा डीजल, कोयले और बिजली से ट्रेनें चलाई जाती हैं, उस के पास कम्प्यूटर हैं, लेकिन फिर भी उस में कितनी हड़तालें, दुर्घटनायें और चोरियां होती हैं । रेलवे बोर्ड पर कितना ख़र्चा होता है ? एक स्टेशन मास्टर का इन्सपेक्शन करने के लिए क्लेम इन्सपैक्टर, सैनिटरी इन्सपैक्टर आदि दस इन्सपैक्टर रखे हुए हैं ।

अगर मंत्री महोदय ठीक समझें तो वह पार्लियामेंट की एक कमेटी बैठाएं और वह उस बात की जांच करे सारे आंकड़ों की कि इस के अंदर जो खर्चा हुआ है रेलवे बोर्ड का जो खर्चा हुआ है और दूसरे जो खर्चे हैं वह खर्चे कम भी हो सकते हैं या नहीं । बाकी इस बिल के लिए तो मझे कुछ कहना नहीं है ।

श्री सरजू पांडे (गाजीपुर) : उपाध्यक्ष महोदय, इस से पहले कि मैं इस बिल के मुद्दों पर बोलूं, दो तीन बात खास तौर से ऐक्सीडेंट के बारे में कहना चाहता हूं । जैसा कि माननीय सदस्य ने कहा कि पिछले एक साल के अंदर दुर्घटनाओं के आंकड़े 4959 हैं तो यह बात भी देखनी चाहिये कि ये दुर्घटनाएं होती क्यों हैं ? अगर रेलवे की हालत देखी जाय, उस में काम करने वाले लोगों को देखा जाय तो इतना ज्यादा असंतोष है सारे कर्मचारियों के भीतर कि उस असंतोष को ले कर आप जनता की सेवा रेलवे के द्वारा कैसे कर सकते हैं ? सिर्फ मुआवजा देने से या कोई ऐसी बात करने से बात नहीं बनेगी । अभी कई माननीय सदस्यों ने कहा लोको रनिंग

[श्री सरजू पांडे]

स्टाफ की हड़ताल हुई, मिनिस्टर ने वादा किया, हड़ताल वापस हुई। लेकिन आज भी वे बेचारे गरीब मारे मारे फिर रहे हैं। उन की बात कोई नहीं सुन रहा है। और वह फिर अब हड़ताल की तैयारी कर रहे हैं। स्टेशन मास्टरों में, खलासियों में और दूसरे स्टाफ में सारे का सारा नरक बना रखा है। तो पहली बात यह मैं कहना चाहता हूं कि क्योंकि ड्यूटी में नेग्लिजेंस होती है, लोगों का काम करने का मन नहीं होता है, गाड़ियां रोजाना लेट होती हैं, हम लोगों की तो बड़ी मुश्किल हो जाती है, कोई गाड़ी समय पर चलती ही नहीं है, 12–12 घंटे और 16–16 घंटे लेट ट्रेन्स चला करती हैं, तो इस के ऊपर मंत्री महोदय को विचार करना चाहिए, कि रेलवे के अंदर ऐक्सीडेंट्स जो होते हैं उस का मुख्य कारण क्या है और किस तरह से अधिकारियों और कर्मचारियों को खुश किया जाय जिस से कि हमारे रेलवे की जो रनिंग है उस का काम ठीक ढंग से हो सके।

अब मुआवजे के बारे में जैसे कि मूल चंद डागा साहब ने कहा कि चोरियों की तो कोई हद नहीं है और इस के ऊपर सरचार्ज बढ़ाया जा रहा है। पहले तो मैं यह जानना चाहता हूं कि आपने जो 20 हजार मआवजा रखा था वह कितने आदमियों को मिला? हमारे जिले में पूरी ट्रेन दरिया में उलट कर चली गई लेकिन एक आदमी को भी मुआवजा नहीं मिला। इसके दफ्तरों में दौड़ते दौड़ते मुआवजा लेने वाला भी मर जाता है और फिर भी मुआवजा नहीं मिलेगा। बहर हाल यह जो किया है, मुआवजे की रकम जो बढ़ाई है वह ठीक है। लेकिन हवाई जहाज में आदमी मर जायेगा तो उस को तो देंगे एक लाख रुपया और रेल में मरेगा तो उस के लिए 50 हजार रुपया मिलेगा, यह क्यों? यह बात मेरी समझ में नहीं आई। आखिर मौत तो एक सी होती है। मरने का प्रभाव परिवार के जीवन के ऊपर एक ही पड़ता है। तो फिर यह समझ में नहीं आता कि इस तरह यह कम क्यों रखा जा रहा है? कहा जाता है कि साहब, रेलवे में आमदनी नहीं है। जब आप सरचार्ज लगा कर आमदनी बढ़ा रहे हैं तो इस को ज्यादा ही करने में आप को क्या नुकसान था? अगर तमाम जनता का उन्हीं गरीब आदमियों का खून चूसना था तो इससे तो अच्छा होता कि आप नहीं बढ़ाए होते। रेलवे का किराया यों ही बढ़ा हुआ है। और जितना ही आप किराया बढ़ाएंगे उतना ही लोग रास्ता निकाल लेंगे। कोई टिकट लेगा ही नहीं। आप वसूली करते रहिए। सारे के सारे रेलवे में लोगों ने टिकट लेना बन्द कर दिया है क्योंकि इतना महंगा टिकट हो गया कि गरीब आदमी खरीद नहीं सकता है। तो सरचार्ज बढ़ाने का कोई जस्टीफिकेशन आप का नहीं है। वह तो इस बिल में है भी नहीं। लेकिन मंत्री जीने अभी कहा है, तो मैं चाहता हूं कि सरचार्ज वाली बात को वह वापस लें और मुआवजे वाली जो रकम है इस को और बढ़ाना चाहिए। रेलवे एम्प्लाईज के सेटिसफैक्शन के लिए जरूरी है कि इस बात के ऊपर विचार किया जाय कि कैसे इस को ठीक किया जाय। रेलवे बोर्ड की बात आई। इस सदन में क्वेश्चन हुआ और लगातार मांग होती रही लेकिन आप ने फरमाया कि हिन्दुस्तान के टेक्नोक्रेट्स हैं, बड़े बड़े लोग उस में बैठे हुए हैं। वह कौन से टेक्नोक्रेट हैं, मुझे तो मालूम नहीं सिवाय इस के कि सैलून उन को मिले हुए हैं जिस में वह घूमते रहते हैं, ऐश करते हैं, उन्हें गरीबों से कोई मतलब नहीं है और भ्रष्टाचार की बात, जो आज रेलवे बोर्ड के चेयरमैन बने हुए हैं इन के ही खिलाफ मैंने इसी सदन में भ्रष्टाचार के आरोप लगाए थे, कुरैशी साहब यहां बैठे हुए हैं, उन्होंने कहा कि मैं जांच कराऊंगा, जांच करना तो दूर रहा उस की तरक्की

हो गई, चेयरमैन रेल बोर्ड बन गया । कमाल हो गया । इस तरह से आप ऐक्सीडेंट रोक सकते हैं कि जो आदमी जनता की नजरों में गिर जाता है उस को आप उठा कर आकाश में रख देते हैं ?

तो मैं आप से निवेदन करना चाहता हूं कि यह जो आपने रुपया रखा है इस को बढ़ाइए और रेलवे बोर्ड में टेक्नोक्रेट रखने के नाम पर देश में इतनी ज्यादा जो मुसीबत हो रही है उस में और ज्यादा भार मत लादिए, सारी जनता आज परेशान है और साथ ही साथ मुआवजे की रकम को बढ़ाइए । सरचार्ज लगाने की जरूरत नहीं है । मैं तो कहता हूं कि अकेले मोगलसराय यार्ड में जितनी चोरी होती है उसी चोरी को ये रोक लें तो सारा रेलवे का खर्चा पूरा हो सकता है । लेकिन वहां सब चोरी करने वाले ही हाकिम हैं । टिन तक चुरा ले जाते हैं, तांबा चुरा ले जाते हैं, मुझे मालूम है कि ट्रकों में पीतल भर कर उठा ले जाते हैं लखनऊ में जो कारखाना है रेलवे का वहां से और रेलवे के इंजन का सामान उठा ले जाते हैं । डीजल के कारखानों में मुझे मालूम हुआ कि एक अफसर ने अपनी कार मरम्मत करवाई, उस को मुफ्त में बुक करवाया । हम ने क्वेश्चन किया तो कहा कि हां गलत किया था, हम ने उन से पैसा रीकवर कर लिया । कमाल हो गया । जो बड़े आदमी चोरी करें उन से आप पैसा रिकवर कर लें और गरीब को फांसी दे दें ?

एक बात और कह कर मैं समाप्त करता हूं । सिर्फ सजा देने से अपराध नहीं रुकता । दुनिया के सारे दण्डशास्त्रियों ने इस बात को माना है । इंग्लैंड में एक जमाने में कहा जाता है कि पाकेटमारी के अपराध में भी फांसी की सजा दी जाती थी और आंख फोड़ने के अपराध में आंख फोड़ने की सजा दी जाती थी । तो एक पाकेटमार को फांसी दी जा रही थी, एलान हुआ और लोग देखने आए । उधर उस को फांसी दी जा रही थी और इधर मजमे में जेब भी कटती रही लोगों की । तो इस तरह यह काम आप का चलेगा नहीं । आप सीधे अपनी एक नीति बनाइए रेलवे के ऊपर और यह कि कोई बड़ा आदमी मरे तो उस को ज्यादा मुआवजा दो, उस की हैसियत का पता लगाओ यह ठीक नहीं है । गरीब आदमी मर जायगा तो उस का परिवार भीख मांगते हुए मर जायगा । बड़ा आदमी मरेगा तो उस के पास दौलत होती है, वह उस से भी खा सकते हैं । इसलिए मैं चाहता हूं कि इस के ऊपर ठीक ढंग से काम्प्रीहैंसिव बिल मंत्री महोदय ले आएं, मुआवजे की रकम बढ़ाएं और सरचार्ज का जैसा कि हमारे साथी मोहम्मद इस्माइल साहब ने कहा है मैं पूरी तरह से विरोध करता हूं और उम्मीद करता हूं कि मंत्री महोदय उस को वापस लेंगे ।

SHRI DINESH CHANDRA GOSWAMI (Gauhati): Sir, I welcome this Bill. But I have to say with regret that this type of *ad hoc* amendments are not desirable. We are going to amend section 82 and if I remember correctly, we amended section 82 last session also. If you amend the same section every session, it causes a lot of discomfort to the public, because there is a presumption in law that people are supposed to know the law and ignorance of law is no excuse. And if this House goes on changing the law, it obviously reflects on the working of Parliament itself. I feel the minister should bring a comprehensive amendment to the entire Indian Railways Act. In fact, in section 82 itself, I feel there are certain provisions which ought to have been further amended.

I welcome the raising of the compensation from Rs. 20,000 to 50,000. Of course, there is some substance in what the earlier speakers have said. If a man dies of a plane accident, we give Rs. 1 lakh. But if he dies of a train accident, we give Rs. 50,000. Obviously, the value of life does not depend upon the vehicle in which you travel. Whatever it is, I welcome this,

but I vehemently protest against raising the surcharge proposed in the Bill. Railway accidents occur mostly because of the mistake of the railways. Do you want the people to suffer for your mistakes? Should the entire community suffer for the mistakes of the railways? On principle, I do not accept it. I agree with Mr. Daga when he says that the railways can make good this loss of Rs. 2½ crores if some economy is carried out.

I welcome this uniform rate of compensation, irrespective of earning capacity. In this world, where a poor man is discriminated against in every walk of life, at least he should have the satisfaction that he is not discriminated against in death or suffering. But I do not understand why you have left the determination of the quantum of compensation to the rules. The Act could have easily said that on death, the compensation will be Rs. 50,000. The amended section 82A says that it will be up to Rs. 50,000. Previously the Act was like this because the rate of compensation was dependent on the earning capacity. Therefore it was said that it will not exceed Rs. 20,000, but it will vary according to the earning capacity. Now when you have done away with the principle of earning capacity, you could have said in positive terms that in the case of death the liability of the railway administration shall be Rs. 50,000. I do not know why it is left to the rules. Even in the case of injuries, instead of leaving it to the rules, we could have incorporated in the Act the amount payable.

While we are making increased payments to individuals, the interests of the State should also be safeguarded. It should be seen that unauthorised persons who are not entitled to the amount are not paid compensoanon. We have given excessive powers to the Claims Commissioner, including the power of granting interim relief. Therefore, I feel that it is necessary that the interests of the State should be safeguarded.

16.00 hrs.

Then, whereas a private litigant has got a right of appeal in case no compensation is granted to him or he is not satisfied with the adequacy of it, the railway authorities have no right of appeal in case some compensation is wrongly given. If you look at section 82(f)(2), the section relating to appeal, it says that any person aggrieved by the decision of the Claims Commissioner has a right of appeal to the High Court. But suppose in a case the compensation of Rs. 50,000 is given illegally or to a person who is not authorised to get it or entitled to get it, the railway administration has no right of appeal. At least that is my reading of the section. There must be a provision giving the right of appeal to the railways so that they can go to the High Court and say "look here, a wrong person has been granted compensation by the Claims Commissioner; it should be set aside". The section should be amended for protecting the interests of the railways in cases where the Claims Commissioner makes a factual error in granting relief.

Similarly, I feel that section 82(a) also requires amendment. The section deals with not only dead and injured persons but also with "destruction or deterioration of animals or goods owned by the passenger" which accompanies the passenger in his compartment or in the train. If a person loses his goods or there is destruction of some of his animals as a result of an accident, he is entitled to claim relief under this section. But the rules deal with only those who are dead or injured as a result of an accident. In the absence of any such rules, what happens to the goods or animals carried by train and destroyed in an accident? In the case of air travel, the luggage is weighed and there is information as to the number of cases or the weight of the luggage. But in trains all the luggage is not weighed. Suppose a train meets with an accident and one of the passengers claims that he has lost a box which contained

jewellery worth Rs. 30,000 or 40,000. An unscrupullous person can very well do that.

MR. DEPUTY-SPEAKER: He is enlarging the scope. That section relates to the loss of goods and not to an accident. He is referring to loss of goods or property

SHRI DINESH CHANDRA GOSWAMI: The present rules cover cases of death and injury and loss of goods also, so far as payment of compensation is concerned But suppose a person loses some goods and claims compensation. No rules have been framed which put some restriction on such claims. An unscrupulous passenger will be able to take advantage of this provision. I do not know whether it is covered by any rule. But as a lawyer myself, I may be tempted to see the fallacy of the law and advise my client to file a claim for an exorbitant amount.

I feel that these are the aspects which need the consideration by the Railway administration. As such, though I welcome this amendment and oppose the surcharge that they are going to levy, I feel, the time has come when a serious thinking should be given to a comprehensive amendment of the Indian Railways Act, 1890 and not to bring forward a piece-meal legislation like this.

श्री रामरतन शर्मा :(बांदा) : उपाध्यक्ष जी, रेल मंत्री महोदय ने रेलवे के दूसरे अमेन्डमेंट को प्रस्तुत करते हुए जो उद्देश्य दिया है, उस में उन्होंने यह कहा है—

"Under Section 82A of the Indian Railways, Act, 1890, the maximum liability of the railway administration for loss occasioned by the death of a passenger dying as a result of a railway accident and for personal injury and loss of property is limited to Rs. 20,000 in respect of any one person. Having regard to the increased cost of living and the limits applicable in the case of air-crash victims, this limit has been criticised in and outside Parliament as being low. It is, therefore, proposed to raise this limit to Rs. 50,000."

अब फाइनेन्शल मैमोरेण्डम में उन्होंने जो दिया है, जरा उसके लास्ट–पैराग्राफ को देखें—

"To cover the additional expenditure and also for improving the safety of travel on the railways and passenger amenities, it is proposed to take action separately for levying a surcharge on passenger fares."

श्रीमन्, पैसेन्जर जो किराया देता है, यात्रा के साथ साथ उस को कुछ अमेनिटीज भी मिलती है। यह जिम्मेदारी रेलवे प्रशासन की है। जब से उन्होंने रेलें चलाई हैं या बसें हों या वायुयान हों, यात्रियों को ले जाने वाले जो भी वाहन हों, यात्रियों को अमेनिटीज देने की जिम्मेदारी उन वाहनों को चलाने वाली संस्थाओं की है। जो किराया फिक्स किया जाता है, वह इस हिसाब से फिक्स किया जाता है जिस में उन को अमेनिटीज भी दी जा सकें। जब यह जिम्मेदारी उन की है तो इस में कम्पन्सेशन देने के लिये सरचार्ज लगाया जाय, इससे बुरी बात और कोई नहीं हो सकती। किस की नेग्लीजेंस की वजह से दुर्घटनायें होती हैं? अभी इसी साल में 5 हजार दुर्घटनायें हुई हैं— इन दुर्घटनाओं की जांच रेलवे प्रशासन के सम्मुख हो और उस जांच के बाद यदि इस निष्कर्ष पर पहुंचते हैं कि इन 5 हजार दुर्घटनाओं के लिए रेलवे कर्मचारी दोषी हैं तो फिर जो पैसेन्जर आप की रेलों में चलते हैं, उन पर सरचार्ज लगाने का आप का जस्टिफिकेशन क्या है? कोई भी इस को सही नहीं कहेगा—चूंकि आप पैसेन्जरों के दिये जाने वाले कम्पेन्सेशन में बढ़ोत्तरी कर रहे हैं, जो एक्सीडेंट में इन्वालव्ड हों, तो उन्हीं पर सरचार्ज लगा कर उस कमी को पूरा करना कहां तक उचित है? यह आप की जिम्मेदारी है, आप रेलें चलाते हैं, इस लिये आप को यह भार उठाना चाहिए। यह आप का कर्तव्य

[श्री रामसरन शर्मा]

है कि आप देखें--जो पसेन्जर एक स्थान से चलता है, वह अपने गन्तव्य स्थान पर सुरक्षित रूप से पहुंच जाय- यह जिम्मेदारी रेलवे प्रशासन पर आती है। इस लिये मैं किसी भी तरह के सरचार्ज लगाने के विरोध में हूं।

आप कम्पेन्सेशन की धनराशि 50 हजार रुपये कर रहे हैं, 20 हजार रुपये से बढ़ाकर 50 हजार कर दिया है, लेकिन दूसरी तरफ यह भी कहते हैं कि जिस तरह से वायुयान में चलने वालों के लिये किया गया है, उसी के समकक्ष लाये हैं--यह गलत बात है। वहां पर तो एक लाख रुपया दिया जाता है, जब कि 50 हजार रुपया देने जा रहे हैं। जैसा मेरे कई साथियों ने कहा है--आप भी इसे वायुयान के समकक्ष लायें। इस सम्बन्ध में मैंने संशोधन दिया है, जब अवसर आयेगा तब उस पर डिटेल में बोलूंगा।

जहां तक दुर्घटनाओं का प्रश्न है, ट्रेनों में दुर्घटनायें यदि 1971 से आज तक देखा जाय, तो हर साल बढ़ी है। और वह बढ़ती चली जा रही है। यह प्रशासन इस बात का दोषी है। कभी कभी टेक्नोक्रैट्स जो हैं वह टेकिनकल डिफेक्टस देखते नहीं है। कभी कभी छोटी छोटी बातों पर बड़ी बड़ी दुर्घटनायें हो जाती हैं। जिसमें पर्सेनेल और प्रापर्टी का बड़ा नुक्सान होता है। यह जिम्मेदारी रेलवे की है और इस दोष को दूर किया जाना चाहिए।

ट्रेन्स में चोरियां और डकैतियां आये दिन की बात हो गई है। इस बिल में साफ किया जाना चाहिए कि ट्रेन एक्सीडेन्टस के साथ-साथ अगर ट्रेन राबरी, डकैती या उस तरह की किसी बात में कोई पैसेन्जर इन्जर्ड होता है, किसी की जान चली जाती है ट्रैन डकैती में, तब भी रेलवे की जिम्मेदारी है कि उसके लिए भी कम्पेन्सेशन दे, उसके माल को कम्पेन्सेट करे क्योंकि ट्रेन में जो भी यात्री सफर करते हैं उनके बर्तन और प्रापर्टी की जिम्मेदारी रेलवे की होती है जबतक कि वे अपने डेस्टिनेशन पर सुरक्षा से पहुंच न जायें।

यात्रियों पर आप सरचार्ज बढ़ा रहे हैं और दूसरे, फाइनेंशियल मेमो में यह भी कह रहे हैं कि पसेन्जर्स की एमिनिटीज बढ़ायेंगे लेकिन हमने देखा है कि यात्रियों को आजतक जो भी एमेनिटीज ट्रेन्स में मिलनी चाहिए वह नहीं मिलती है। जो ब्रांच लाइन हैं वहां बगैर लाइट के गाड़ियां चलती हैं, ट्रैन में पानी का कोई प्रबन्ध नहीं रहता है, स्टेशन पर खुले प्लेटफार्म पर गाड़ी खड़ी होती है, स्टेशन्स पर छाया का प्रबन्ध नहीं रहता है तो फिर आप किन एमिनिटीज के लिए पैसा मांगते हैं? जो पहले से पैसा ले रहे हैं उतनी एमिनिटीज भी नहीं देते हैं इसलिए फिर से सरचार्ज लगाकर आप उसको जस्टिफाई नहीं कर सकते हैं। इसलिए मैं इसका विरोध करता हूं और साथ ही आग्रह करूंगा कि जो 50 हजार का एमाउन्ट आपने रखा है उसको बढ़ाकर 1 लाख करने की कृपा करें।

जहां तक अधिक पहलू का सम्बन्ध हैं, आखिर रेलों को चलाने की जिम्मेदारी किसकी है? आज रेलों का खर्चा बढ़ा रहा है। जैसा कि मेरे लायक दोस्त कह रहे थे, अगर गाड़ियों में जो चोरियां होती हैं, यार्डस में जो चोरियां होती हैं और बिना टिकट लोग जो यात्रा करते हैं उन सभी बातों को रोका जाये तो रेलवे को फायदा होगा नुकसान होने का प्रश्न नहीं है। मुझे याद है पिछले वर्ष किसी खास दल के सदस्यों को एक पूरी ट्रेन में लखनऊ से यहां पर एक प्रदर्शन में शामिल होने के लिए लाया गया था। मझे यह भी याद है वह प्रश्न यहां पर सदन में भी उठाया गया था, कुछ लोगों ने उसका विरोध अवश्य किया था लेकिन बाद में यह बात मानी गई थी कि वे सब लोग बगैर टिकट आये थे तो इस प्रकार से रेलवे का जो नुकसान होता है, इस तरह से कुछ लोग योजनाबद्ध तरीके से जो

काम करते हैं उसका दोष किस पर जाता है?

उसका नुकसान किसके ऊपर जाता है ? अल्टीमेटली यह नुकसान जनता के ऊपर ही जाता है। इन शब्दों के साथ मैं आपसे आग्रह करूंगा कि इन सब बातों को ध्यान में रखते हुए यात्रियों को और अधिक एमिनिटीज दें तथा इस कम्पेन्सेशन को और बढ़ायें ।

SHRI P. R. SHENOY (Udipi): Mr. Deputy-Speaker, Sir, I rise to support the Bill. Under the Indian Railways Act, the liability of the Railways for the loss of life or limb, etc., resulting from a railway accidents is limited to Rs. 20,000. It is now proposed, by the amending Bill, to raise this limit to Rs. 50,000. The value of the rupee is going down every day repidly. Therefore, it is in the fitness of things that the limit of the liability of the railways is raised to Rs. 50,000. If the Government had proposed to raise this to Rs. 1 lakh instead of Rs. 50,000, I would still have supported this Bill, because in the case of an air accident, the compensation that is payable is Rs. 1 lakh and the probability of an air accident is much more than the probability of a railway accident. Under Section 82J, the Central Government have powers to make rules. I hope that the rules that will be made under this power, especially the rules of procedure, will be very simple and the compensation that will be paid under the rules that will be made will be the maximum possible under the law.

Under the existing Act, the compensation is related to the earning capacity. It is very difficult to assess the earning capacity of a man. By this new amendment it is proposed to relate the compensation to the nature of the injury, which is a good improvement.

It is expected that the additional expenditure by introducing this Bill will be Rs. 2.5 crores and for this it is proposed to take action separately for levying a surcharge on the passenger fares. I do not know why the Government propose to take separate action for levying a surcharge. It would have been better if the Government had brought a comprehensive Bill under which the Government could have levied a surcharge on passenger fares. We do not know the total amount that will be collected by the Government by means of the surcharge. It will be a huge amount and, therefore, it should cover beggars' homes also. At present the nuisance caused by beggars in the railway stations and the trains is very much and the Government should take greater care to see that the beggars do not enter trains and the railway stations and they should have beggars' homes at all important places. These beggar homes should be maintained out of the funds they collect from the proposed surcharge.

16.17 hrs.

[SHRI K. N. TIWARY *in the Chair*]

The railway accidents are caused mostly due to overcrowding. Therefore, the immediate problem of the railways is to have more coaches as also more wagons. In this connection, I would like to draw the attention of the hon. Railway Minister to the closure of a coach and wagon building company, namely, McKenzies Ltd. of Bombay. This company was building about a thusand coaches and wagons per year. Now it is closed for the last two or three years. I request the Railway Minister to see that this McKenzies Ltd. is taken over and improve the position of wagons and coaches in the country.

*SHRI J. MATHA GOWDER (Nilgiris): Mr. Chairman, Sir, I would like to say a few words on the Indian Railways (Second Amendment) Bill.

Under the provisions of the existing Indian Railways Act the maximum amount of compensation payable to a

*The original speech was delivered in Tamil.

[Shri J. Matha Gowder]

victim of a railway acident is Rs. 20,000. The present Bill seeks to raise the maximum limit to Re. 1 lakh. This, the Government claims, is being done in view of the compensation payable for the victim of an air accident being Rs. 1 lakh. What is significant to note here is that Railway Administration are not doing this, that is, raising the maximum limit of compensation to Rs. 50,000 on their own accord but because another Department of the Government of India had raised the maximum compensation payable to a victim of an air accident to Rs. 1 lakh. Also, they have stated in the Statement of Objects and Reasons, that the existing limit has been criticised in and outside the Parliament as low. It looks as though if such a situation does not exist, the Railway Administration would not have thought of raising the maximum limit of compensation payable to Rs. 50,000.

Sir, it is said that death is the true leveller. In death, there is no discrimination once it overtakes a human being. But Sir, the Congress Government, who day in and day out, swears by the lofty ideals of socialism has no hestitation or compunction in making a discrimination even in death. They seek to discriminate between the victims of air crash and the victims of a railway accident. Indeed, it is a new brand of socialism that the ruling Congress party wants to bring about!

Sir, it is common knowledge that very few can afford to travel by air. The fares are so high that even a Member of Parliament, in the ordinary course of his activities cannot undertake travel by air. It is only the affluent sections of our society who can afford to travel by air. At the same time every one is aware that the predominant majority of the train users are the poor of our country. But, Sir, look at the discrimination that is sought to be made between the railway victims and the air crash victims. The victim of the railway accident would be compensated upto the limit of Rs. 50,000 while the victim of the air accident is to be given a compensation of Rs. 1 lakh. This is the socialism that is sought to be ushered in our country. The Government seeks to perpetuate the most amazing discrimination between the victims of the accidents of the two departmentally run undertakings. I have no doubt in my mind that so long as the Congress administration remains in our country there can be no socialism of any kind in our country.

The Financial Memorandum of the Bill states that the additional expenditure that would be involved as a result of raising the maximum limit of compensation payable to the railway accident victims to Rs. 50,000 would be in the order of Rs. two and a half crores. An arithmetical calculation would immediately show that the Railways are prepared to face 500 victims out of railway accidents. I do not know how they arrived at this estimate of 500 victims; probably, the estimate must have been prepared keeping in view the accident rates in the railways during the past few years. It seems that the railway administration has resigned to the fact that there would be as many accidents as they took place earlier. This is the kind of attitude that seems to pervade in the entire railway administration.

Sir, may I invite your attention to the Financial Memorandum of the Bill. It is stated in para 2 of the financial memorandum that "To cover the additional expenditure and also for improving the safety of travel on the railways and passenger amenities, it is proposed to take action separately for levying a surcharge on passenger fares." I would express immediately my very vehement protest against the proposal for levying a surcharge on passenger fares. Shri L. N. Mishra, the hon. Minister for Railways, is a good man but I do not know why he is committing this sin of charging a

surcharge on the poor railway users. The Railways have vast sources of revenue and they command good deal of funds. It is surprising that the Railway Administration should have come forward with the proposal for surcharge on passenger fares on the specious plea that they are going to raise the maximum limit of compensation payable to victims of railway accidents. It is not clear why the railways cannot meet this additional demand if at all it arises from their existing funds. Are we to understand that the railways have gone so bankrupt that if there is slightest likelyhood of an increased expenditure that they have to run to the Parliament for raising additional revenues by way of either rising the fares or by levying surcharge on the fares? It seems that the Government are bent upon throwing additional burden on the poor of the country all the time swearing by socialism and upliftment of the poor. Merely because there might be an eventuality for paying higher compensation the Government have thought of levying surcharge, which will hit all the poor travelling public. To pay a few persons who may be victim to the railway accidents the Government have no hesitation in penalising all the railway passengers. I very strongly oppose the proposal to levy a surcharge and I humbly submit to the hon. Minister of Railways that he should not go ahead with this proposal.

Sir, the disparity between the poor and the rich is ever widening and the Government instead of taking any concrete steps towards bridging the gap have gone to the extent of making discrimination through different laws in the matter of payment of compensation to the victims of the rail and air accidents. As though it was not enough they have thought it fit to levy a surcharge on the passenger fares also. I strongly condemn the Government on both these counts and request the hon. Minister to raise the limit of compensation still further and give up the proposal for levying surcharge on passenger fares.

With these words I conclude.

SHRI N. TOMBI SINGH (Inner Manipur): Mr. Chairman, Sir, I support the Bill. While doing so I would like to have certain clarifications to be made by the hon. Minister. The increase in the compensation amount has been linked with the increase in surcharge from the passengers. Mention has also been made in the objects and reasons of the Bill that this compensation has been extended more or less as the compensation that is made to the victims of the air passengers by the Indian Airlines to the air-crash victims. Will the Government consider rail travel as risky and as difficult as air-travel? Air-travelling is of a very unique class. Even the Insurance Corporation offers a system of Air insurance during a particular flight. Is the Government considering that the rail-travel is so risky? I am not opposing the increase in the compensation amount. But, once we accept this in principle, then there would be floodgates of demands from other travelling agencies run by Government. If we evolve this principle of increasing he amount of compensation and if we link that with the collection of the necessary additional funds by raising the train fares, then Government shall have to make up its mind as to what they should do in such matters in future. I do not like to oppose the increase in the compensation amount but I fail to understand why there should be no realisation on the part of Government that rail-travel does not come into competition with the air-travel at all. There are accidents in rail travel also. The percentage of rail accident is not even 10 per cent as compared to the air-accidents in air-travel. With a little more precaution, No. of accidents may be reduced. Therefore, I say that this increase in compensation may result in a floodgate of further demands from other agencies for a similar increase in compensation for the accidents occurring in travelling. Government will tell us whether they have anticipated similar provisions in other

[Shri N. Tombi Singh]

sectors without which the big step taken will remain incomplete.

PROF. MADHU DANDAVATE (Rajapur): Mr. Chairman, Sir, the aims and objects of this amending Bill are good. But, the trouble with the Government is this that as far as these abstract ideas are concerned, they have always put forward them quite successfully but, when it comes to reality, they always bungle in the policy.

This is what is happening here.

As far as the aims and objects of the Bill, namely to ensure better safety of those who are travelling on the railways and providing them compensation on an adequate scale in case of accident without involving them in the complicated process of trying to assess and make a correct estimate of their capacity and income, are concerned, that particular aspect is quite welcome. But here again we find that a lot of disparity has developed as far as air and railway travel are concerned. Whether one dies in a railway accident or whether one dies in an air accident, I think both the accidents are guided by the common law of probability. This law of probability is applicable to those who die in both types of accidents. If you go through the statistical data available regarding the accidents that have taken place on railway tracks and in the case of air passengers you will find that there is not much disparity at all.

In a democracy we are always told that men are born equal. I only wish that when they die in an accident they should die also as equals. But there again I find that premium is put on the affluence of the passengers. If they travel by air, there is better incentive to die because they will be able to get Rs. 1 lakh as compensation, and if they travel by railway trains,—the affluent sections do not travel by third class,—Rs. 50,000 will be the compensation that will be made available. I suggest that this disparity should be removed. Of course, you may say that one way of removing the disparity is to bring down the compensation for the air passengers from Rs. 1 lakh to Rs. 50,000. But I would suggest that it is better to raise it from Rs. 50,000 to Rs. 1 lakh in the case of railway passengers also.

The question posed will be from where the resources are to be built up. I suggest that if the necessary economies are introduced in the railway administration and the vast expenditure which is absolutely uncalled for is avoided, in that case it will be possible for us to have the compensation raised Rs. 50,000 to Rs. 1 lakh. In addition to this, I would suggest that on the basis of these new economies to be introduced in the railway administration it should be possible for us to get rid of the additional surcharges and levies that are being made.

As far as safety is concerned, if better precautions are taken, that would be an indirect way in which the quantum of compensation payment can be brought down. You may fix Rs. 1 lakh as the compensation, but the actual amount to be paid can be reduced by ensuring better safety on the railway tracks.

Here, I must point out to the hon. Minister that unfortunately very often during an emergency, the entire railway traffic is handed over to the Indian territorial army men.

Just to give you one instance, recently, there was a continued strike in the Sholapur division when the entire railway staff had gone on strike in September. The strike was total and the railway authorities handed over the entire goods traffic on the railways to the men of the Indian territorial army. Many of them were not conversant with all the railway operations and therefore they were defying all the safety rules. When the

signal system was not operating, they started moving a railway goods train, and you would be shocked and surprised to learn that on one particular railway track in the Poona division one goods train was being run by the men of the Indian territorial army, and on the same track another railway train again run by the territorial army men was coming, and when they came very close they realised that they were running on the same track and ultimately collision took place; a third train was also travelling in the same direction; the other two stopped with a small gap between them, but the third came on the same track, again run by the territorial army men and there was a big accident, and the accident was such that not only ordinary passengers but three jawans of the Indian Army also died. Jeeps were destroyed and motor cars were also destroyed. Therefore, I feel that if better precautions are taken and even in emergencies steps are taken not to hand over the railway traffic to men of the territorial army who are not conversant with all the operations of railway traffic, better safety can be ensured.

Apparently, it may appear that this is a slight digression from the scope of the amending Bill but this is not at all irrelevant because I want to stress the point that if precautions are taken regarding safety of railway traffic, the burden of compensation that will accrue as a result of railway accidents can be decreased to a very great extent and if this is done, to a very extent the problem can be solved.

In conclusion, I would like to suggest that if certain additional economies are introduced not only in the responsibility of the railway administration but also in the functioning of the Railway Board, this Bill itself may not be necessary. During the railway budget discussion, a lot of concrete suggestions had been made. I do not want to repeat them. But if these suggestions made here in a concrete manner are actually implemented, I am sure this particular amendment prescribing Rs. 50,000 as the compensation can be changed.

I would like the Minister to take note of the fact that whether we have spoken from the Opposition or from the other side, there appears to be a complete unanimity or near-unanimity in so far as opposition to the imposition of a surcharge is concerned. Almost all of them have opposed the disparity in the compensation to be paid to air passengers and railway passengers. This being the consensus, I would urge the Minister to take cognisance of this near-unanimity and accept the amendments tabled on the lines of the speeches made so that the Bill is ultimately adopted unanimously. With that hope, I conclude.

श्री डी० एन० तिवारी (गोपालगंज) : कुछ दिनों से रेलवे एडमिनिस्ट्रेशन में सोचने की प्रक्रिया मन्द पड़ गई है। कोई सोचता ही नहीं है कि क्या करना है और क्या नहीं। रेलवे एमेंडमेंट्स इस साल कई मर्तबा आए हैं। ऐसा नहीं किया गया कि सब सोच करके एक बार लाया जाए ताकि सदन का समय बरबाद न हो, मिनिस्ट्री का समय बरबाद न हो, ड्राफ्ट्समैन का समय बरबाद न हो। टुकड़े-टुकड़े करके संशोधनों को लाया जाता है। कोई सोचता ही नहीं है कि क्या करना है और क्या नहीं। मिनिस्टर साहब का जहां तक ताल्लुक है वह दूसरी तिकड़मों में लगे हुए हैं, कुरैशी साहब की कोई बात सुनता नहीं और जहां तक रेलवे बोर्ड का ताल्लुक है वह ऐश व आराम में बैठा है, रोब दाब में उसका समय बीत जाता है। ऐसी अवस्था में सोचे कौन ? रेलवे में एक नया सैल खुलना चाहिये जहां कुछ लोग सोचा करें कि क्या करना है और क्या नहीं करना है।

श्री इयामनंदन मिश्र (बेगुसराय): और खर्चा बढ़ा देना चाहते हैं ?

श्री बी० एन० तिवारी : जो अफसर हैं उन्हीं में से कुछ को बिठा द जो सोचने का काम करें ।

श्री वसन्त साठे : सैल सोचे इसके लिए एक और सैल लगाना होगा ।

श्री डी० एन० तिवारी : इन्होंने दाल भात में मूसल चंद डाल दिया है : यह बिल मरने वालों या चोट खाए हुए लोगों को मुवावजा देने के लिए है लेकिन इन्होंने साथ में कह दिया है कि कुछ एमेनेटीज भी देंगे । वे तो आप पहले से देते थे । क्या एमेनेटीज का रुपया लोग खा जाते थे? तीन चार करोड़ आप साल में इन पर खर्च करते थे । अब यात्रियों की संख्या बढ गई है, ट्रेफिक अगर बढ गया है तो जहां आप को पैसा ज्यादा आने लगा है वहां आपको चाहिए था कि आप एमेनेटीज के लिए रकम बढ़ा देते, अगर पहले तीन करोड़ है तो उसको चार करोड़ कर देते । इस बिल में यह कहने की आवश्यकता नहीं थी कि कम्पेसेशन देने के लिए और एमेनेटीज बढ़ाने के लिए हम सरचार्ज लगाने जा रहे हैं । इस में एमेनेटीज को क्यों लाया जाना चाहिए, यह मैं नहीं समझ पाया हूं । वह तो अलग चीज है । एक्सीडेन्ट से एमेनेटीज न कम होती है और न बढती है । इस वास्ते इसको इस बिल में से हटा दिया देना चाहिये ।

अब सरचार्ज की बात रह जाती है । मैंने रेलवे एक्सीडेंट की रिपोर्ट पढ़ी है । उन में यह कहा गया है कि 80–85 प्रतिशत एक्सीडेंट ह्यूमन फेल्योर से होते हैं । बाकी पद्रह परसेंट रह जाते हैं । सबोटाज से एक प्रतिशत भी नही होते हैं; मशीन फेल हो जाती है उसकी वजह से एक्सीडेंट होते हैं । अब जहां तक मशीन के फैल्योर का सम्बन्ध है उसकी जवाबदेही टैकनोक्रेट्स की होती है । वे अपनी ड्यूटी करने में फेल होते हैं तभी एक्सीडेंट होते हैं । उनकी या अफसरो की गलतियों के लिए हम पर आप भार डालें यह कहां तक उचित है । उनकी गलतियों के लिए सजा आप हम को देने जा रहे है, यह उचित नहीं है । यह तो वही बात है। दुर्जनः करोति दुर्वृत्तं नूनम् फलति साधुषु ।

दूष्ट लोग दुष्टता करते हैं लेकिन उसका फल भोगना पडता है साधुओं को ।

जिन लोगों का एक्सीडेंट से कोई सरोकार नहीं है उन से आप पैसा वसूल करेंगे । सरकार को सरचार्ज नहीं लगाना चाहिए, क्योंकि गलती उसकी और उसके कर्मचारियों की होती है, हमारी गलती नहीं होती है ।

श्री गोस्वामी ने कहा है कि कुछ अनस्क्रुपुलस लोग कम्पेन्सेशन ले लेंगे, इस लिए गवर्नमैन्ट को अपील करने की पावर होनी चाहिए । यह तो सामने बात आए कि अमुक व्यक्ति रेल दुर्घटना में मर गया । तो फिर दूसरा आदमी कैसे कम्पैन्सेशन ले लेगा । अगर किसी को चोट लगेगी, तो उसका निशान होगा, अंग भंग होगा । तो अनस्क्रुपुलस आदमी के कम्पेन्सेशन लेने का प्रश्न कहा पैदा होता है ? मैं इस सजेशन का विरोध करता हूं कि गवर्नमैंट को अपील करने की पावर होनी चाहिए । श्री गोस्वामी ने कहा है कि गुड्स के लिए कम्पेन्सेशन के बारे में कोई लिमिट होनी चाहिए । लेकिन चोट लगने या मरने के बारे में अपील, जांच या एनक्वारी नहीं होनी चाहिए। जब यह साबित हो जाए कि कोई आदमी मर गया है, तो उसके परिवार को पचास हजार रुपया दे देना चाहिए । इस में "अपटू 50,000" कहा गया है । इसका मतलब यह है कि किसी को कम रुपया दिया जायेगा, किसी को पंद्रह हजार और किसी को बीस हजार । इस तरह सरकार फिर डिसक्रिमिनेशन को लाना चाहती है । यह नहीं होना चाहिए ।

मुझे आश्चर्य हुआ कि श्री टोम्बी सिह ने कहा कि कम्पेन्सेशन देने की बात नहीं उठानी चाहिए, क्योंकि एयर ट्रेवल और गाडी में चलने के मॉड् भिन्न हैं । उन्होंने यह भी कहा कि इस के बाद बसों और ट्रान्सपोर्ट के दूसरे साधनों में भी कम्पन्सेशन देने का प्रश्न उठेगा । मैं कहना चाहता हूं कि जब अंग्रेज लोग रेलें चलाते थे, तो उस वक्त भी कम्पेन्सेशन की

व्यवस्था थी। आज कोई नयी बात नहीं हो रही है। यह बहुत पहले से मानी हुई बात है कि रेलवे एक्सीडेन्ट में अगर किसी व्यक्ति को चोट लगती है या उसका जीवन जाता है, तो कम्पेन्सेशन मिलता है। इस लिए इसको ट्रान्सपोर्ट के दूसरे साधनों के लिंक करना जायज नहीं है। कम्पेन्सेशन की व्यवस्था तो पहले से है। उस के अमाउंट को बढाया जा रहा है। कोई नई प्रक्रिया नहीं शुरू की जा रही है।

रेलवे में एक इससे भी खतरनाक बात होती है, जिससे लोगों का जीवन खराब हो जाता है, उन को कठिनाइयों का सामना करना पडता है और उनके कोर्ट में केस खराब हो जाते हैं, और वह है गाडियों का अनियमित चलना। गाड़ियां छः आठ या दस घंटे तक लेट हो जाती हैं। यह भी व्यवस्था करनी चाहिए थी कि अगर गाड़ी आध या एक घंटे से ज्यादा लेट हो तो उस के लिए कम्पेन्सेशन दिया जाए, वर्ना गाड़ियां कभी ठीक टाइम पर नहीं चल सकती हैं। मैं ने सुना है कि जापान में एक नियम है कि अगर कोई गाडी आध घंटे से ज्यादा लेट हो जाये, तो पैसंजर्स को समूचा पैसा वापिस कर दिया जाता है। सरकार को भी ऐसा ही करना चाहिए। जिस स्टेशन से गाडियां स्टार्ट होती हैं, वहां दो दो घंटे लेट हो जाती हैं। इसी तरह सिगनल पर भी दो दो घंटे रुक जाती हैं।

सरकार की ओर से बढ़ावा मिलने से रेलवे कर्मचारी इतने एमबोल्डन्ड हो गये हैं कि वे कभी ड्यूटी की परवाह नहीं करते हैं। कल ही मैं और श्री भगवत झा आजाद डीलक्स ट्रेन से आये हैं, जिस को हर ट्रेन पर प्रेफरेंन्स मिलता है,। पटना में पहले कहा गया कि गाडी 45 मिनट लेट है, फिर कहा गया कि 60 मिनट लेट है, फिर कहा गया कि 75 मिनट लेट है और उसके बाद कहा गया कि 90 मिनट लेट है। और वह आई दो घंटे लेट। जब वह पटना से चली, तो यद्यपि कोई एक्सीडेन्ट नहीं हुआ, वह दिल्ली पहुंचते पहुंचते साढे पांच घंटे लेट हो गई। यह क्यों होता है? अगर कोई एक्सीडेंट होता, या रेलवे लाइन टूटी होती, तो हम समझ सकते थे। लेकिन सब कुछ दुरूस्त होने के बावजूद दिल्ली से पटना के पंद्रह घंट क रन में गाड़ी तीन चार घंटे लेट हो जाती है। सरकार सिर्फ पैसा कमाने का ही ख्याल न करे। वह पैसेंन्जर्ज का भी कुछ ख्याल करे। वह पैसेंन्जर्ज को कोई सूविधा नहीं देती है।

आप लोग इतने केयरलैस और डाई हार्ड हो गये हैं किसी की फीलिंग्ज को समझ नहीं सकते। गाड़ियां चार छः घंटे लेट हो जाती हैं। फर्स्ट क्लास में भी बत्तियां नहीं होती हैं। इसीलिए मैंने कहा है कि रेलवे मंत्रालय में कुछ सोचने की प्रक्रिया को शुरू करना चाहिए। जिन लोगों से रेलवेज को आमदनी होती है, उन को तकलीफ न हो, मंत्री महोदय इसकी कोई व्यवस्था करें।

श्री भागवत झा आजाद (भागलपुर) : सभापति महोदय, माननीय सदस्य ने जो कुछ कहा है, मैं भी उसको उदाहरणों से सप्लीमेंट करना चाहता हूं। रेलवे मिनिस्टर के रहते हुए भी गाड़ी टुंडला में चार घंटे लेट हो गई।

सभापति महोदय : श्री रामकंवर।

श्री हुकम चन्द कछवाय : (मुरैना) : सभापति महोदय, सदन में गणपूर्ति नहीं है।

सभापति महोदय : घंटी बजाई जा रही है—अब कोरम हो गया है। श्री रामकंवर।

श्री रामकंवर (टोंक) : सभापति महोदय इस बिल के द्वारा रेल दुघटनाओं में मरने वालों को दिया जाने वाला मुआवजा बीस हजार रुपए से बढ़ाकर पचास हजार रुपये किया गया है। मुझे खेद के साथ कहना पड़ता है कि मृत्य सब की बराबर गिनी जाती है, लेकिन जो लोग हवाई यात्रा में मरते हैं, उनके लिए मुआवजा एक लाख रुपये रखा गया है और जो लोग रेल दुर्घटना में मरेंगे, उनको केवल पचास हजार रुपये दिये जायेंगे।

[श्री राम कंवर]

इसके साथ ही साथ सरचार्ज के रूप में यात्रियों के किराये में भी बढ़ोतरी कर दी गई है। मैं उसका विरोध करता हूं। रेल दुर्घटनाओं के आंकड़े हर साल बढ़ते जा रहे हैं। जो रेलवे कमेटी बनाई गई है, न उसकी कोई मीटिंग होती है और न सलाहकार समिति की मीटिंग होती है।

रेलवे मंत्री जी का कार्य बिल्कुल ही अकुशल है। यह हमें दिन प्रतिदिन देखने को मिलता है। हमने कई जगह देखा है, जगह जगह गोबर उतरे हुए मिलते हैं। चोरियां बढ़ रही हैं अगर उसमें ये कार्य कुशलता लाते तो बड़ी अच्छी बात होती।

दूसरी बात यह है कि 50 हजार रुपया आपने मआवजा किसी की मौत हो जाने पर देने की बात रखी है। बहुत सी जगहों पर जहां रेलवे की और रोड की क्रासिंग होती है उसमें फाटकों का कोई इन्तजाम नहीं होता है। यह हमने देखा है कि जहां बहुत ज्यादा ट्रैफिक चलता है वहां भी आप ने फाटक नहीं लगा रखे हैं और उससे भी काफी मृत्यु हो जाती है। आस पास बड़े बड़े मकान भी होते हैं और उसमें रेल आती हुई दिखाई नहीं देती। अचानक कोई लारी वगैरह आती है तो फौरन उसका ऐक्सीडेंट हो जाता है। इसलिए मेरा निवेदन है कि रेलवे में इस तरह की क्रासिंग जहां जहां हैं उसमें तुरन्त आप फाटक लगवाइए।

दूसरे जो आपने सरचार्ज लगाया है टिकटों पर तो इसमें आप की रोजाना की कितनी आमदनी होगी और वह सालाना कितने करोड़ की होगी? क्या आप के पास मरने वालों की उतनी संख्या है ताकि आप उनसे उतना ही रुपया वसूल करें और उतना ही उधर लगायें? मेरा कहना है कि यह जो आप सरचार्ज लगा रहे हैं उससे रेलवे के जो कर्मचारी और अधिकारी हैं वह भ्रष्ट होंगे और ऐश आराम में यह पैसा खर्च होगा।

रेलवे की जो नई लाइन आप निकाल रहे हैं उसमें सौतेला व्यवहार कर रहे हैं, राजस्थान में कोई रेलवे लाइन नहीं दे रहे हैं...

सभापति महोदय : यह इसमें नहीं आता है, इसे आप कैसे इसमें ला रहे हैं?

श्री रामकंवर : मैं यह कहना चाहूंगा कि गृह मंत्री जी से, कृषि मंत्री जी से मिलना आसान है लेकिन रेलवे मंत्री जी से तो मिलना भी बड़ा मुश्किल है..... (**व्यवधान**).....

मेरा निवेदन है कि यह जो आप ने प्रस्ताव रखा है 50 हजार रुपए का यह हाथी के दांत दिखाने के अलग और खाने के अलग हैं। मैं इसमें बिल्कुल विश्वास नहीं करता। इधर तो आप कर्मचारियों के कार्य में थोड़ी सी कार्यकुशलता लाइए और उधर रेलवे का जो निजी फंड है उसी से इस रुपए को दीजिए वरना यह सारा भार गरीब लोगों पर पड़ेगा। मैं इसका विरोध करता हूं जो आपने सरचार्ज बढ़ाने की बात कही है। इसका निम्न वर्ग पर और गरीबों पर असर पड़ेगा। इसलिए यह नहीं बढ़ाया जाना चाहिए।

श्री भागवत झा आजाद : यह प्रसन्नता की बात है कि रेलवे मंत्री जी ने आखिर यह सोचा तो सही कि ऐक्सीडेंट्स से मौत होने पर 20 हजार से 50 हजार रुपया भुगतान कर दिया जाय। प्रसन्नता की बात है। लेकिन प्रश्न यह है कि साथ साथ टिकट पर जो सरचार्ज लगा दिया इस से कहीं यह तो अर्थ नहीं कि ज्यों ज्यों ऐक्सीडेंट्स की संख्या बढ़ती जायगी त्यों त्यों सरचार्ज भी बढ़ता जायेगा? इस का अर्थ क्या है? हम इस का स्वागत करते हैं। लेकिन साथ साथ जो डी एन तिवारी जी ने बताया क्या इस

का महत्वपूर्ण अंग यह नहीं है कि रेल मंत्री इस बात को भी हमारे सामने लाते कि किस प्रकार से वह ऐक्सीडेंट्स की संख्या को कम करना चाहते हैं ? हमारे मित्र ने अभी मुझ से पहले बताया कि हिन्दुस्तान में बहुत से अनमैन्ड गेट्स हैं। गेट की आवश्यकता आपको है या नहीं ? अगर गेट की आवश्यकता है तो फिर अनमैन्ड गेट क्यों ? उन पर सौ-डेढ़ सौ आदमी जो लारी और ट्रेन के टकराने से मर जाते हैं उन के लिए आप कौन सा कम्पेन्सेशन देंगे ? सब से बड़ी महत्वपूर्ण बात यह है कि रेलवे मंत्री जी 20 हजार से 5 हजार बढ़ाने के बजाय हमारे सामने यह ले कर आते कि किस प्रकार से वह ऐक्सीडेंट्स की संख्या कम करेंगे ? महत्वपूर्ण प्रश्न यह है ।

अभी हमारे मित्र श्री द्वारका नाथ तिवारी ने जब बताया लेट ट्रेन्स के बारे में तो मुस्कराये तो सभी कि यह क्या कह रहे हैं लेकिन यह कोई अनहोनी बात नहीं है। संसार में ऐसे देश हैं जहां पर आधे घंटे से अधिक ट्रेन लेट होने पर मेजर ऐक्सीडेंट कहा जाता है और मेरा यह प्रसताव है कि हिन्दुस्तान की सरकार इस बात पर विचार करे कि जहां ट्रेन आधे घंटे से अधिक लेट होती है वहां उस को मेजर ऐक्सीडेंट करार दिया जाए और हमें उस का कम्पेन्सशन दिया जाय । कल हम लोग पटना से चले नवलकिशोर सिन्हा, भागवत झा आजाद और दूसरे साथी, पटना में एक घंटा लेट ट्रेन आई और पटना से दिल्ली से बीच सिर्फ 5 स्टेशनों पर गाड़ी रुकती है, कोई चेन पुलिंग नहीं हुई क्योंकि मंत्री जी कहेंगे कि बिहार में गाड़ी थी, जरूर चेन पुलिंग हुई होगी, लेकिन कोई चेन पुलिंग नही हुई, सिर्फ पांच हाल्टेज थे, डीलक्स ट्रेन थी जो सबसे फास्ट चलने वाली ट्रेन है, पटना दिल्ली के बीच में फास्टेस्ट ट्रेन है, वह ट्रेन सर्फ चार घंटे लेट आई और हम कामरेड ब्रेजनेव का स्वागत पालम एयर पोर्ट पर न कर सके । तो यह क्यों लेट आई ? और यह सिर्फ हमारे साथ ही नहीं ऐसा होता ।

मैं एक उदाहरण और देना चाहता हूं । अभी कुछ दिन पहले हम ने और द्वारका नाथ तिवारी जी ने यह प्रश्न पूछा था कि आफ्टर आल फर्स्ट क्लास डिब्बे में लाइट क्यों आफ हो जाया करती है ? तो कहा रेल मंत्रीजी ने और उप-मंत्री जी ने भी कि ऐसा कभी कभी होता है, रनिंग स्टाफ उस को ठीक कर देता है । यह हम को जवाब दिया मंगलवार को और शुक्रवार को पांच सात मेम्बर हम, रामावतार शास्त्री और कुछ और मेम्बर चले डीलक्स से । साथ में रेल मंत्री श्री ललित नारायण मिश्र भी जा रहे थे । बड़ी प्रसन्नता हुई कि आज मंत्री जी साथ हैं, जरा खाना वाना अच्छा मिलेगा हम लोगों को और ट्रेन भी लेट नहीं जायगी, टाइम पर जायगी। ज्यों ही टूंडला पहुंचे सारा जनरेटर ही आफ हो गया । तो हम ने कहा कि घबराओ मत रेल मंत्री ने कहा है सदन में कि वह टाइम पर ठीक हो जाया करता है टूंडला में, अभी ठीक हो जायगा। 7-45 पर हम वहां पहुंचे । 8-45 तक कोई बात नहीं हुई । रेल मंत्री जी बेचारे लाचार अपने ही कमरे में बन्द रहे। लाइट सब आफ थी । हम लोग बाहर निकल कर टहलने लगे । 8-45, 9-45, 10-45 हो गया, टूंडला में, रेल मंत्री बैठे हुए हैं अपने स्पेशल कोच में। हम लोग दस मेम्बर थे। 7-45 पर पहुंचे थे टूंडला में और 10-45 तक कुछ ठीक नहीं हुआ तो हम लोग डेपुटेशन में गए कि हे, माननीय मंत्री जी, या तो गाड़ी को पीछे दिल्ली ले चलिए या पटना ले चलिए। हम लोग अंधकार में ही चलेंगे । तब गाड़ी चली । यह है इन की व्यवस्था । एक बात कैजुअलनैस की कह दूं, जो इन्होंने कहा—सारे मेम्बर जितने आसाम के लोक सभा के मेम्बर हैं, हम बिहार के मेम्बर, सभापति महोदय, आप नहीं, क्योंकि आप उत्तरबिहार के हैं, और वैस्ट बंगाल के मेम्बर, सब ने रेल मंत्री जी को लिख कर दिया आज से 9 महीने पहले कि आसाम मेल फरक्का हो कर जाय । कोई असर नहीं हुआ इन पर ।

श्री हुकम चंद कछवाय : पक्के बेशरम हैं।

श्री भागवत झा आजाद : हम यह नहीं कहते कि बेशरम हैं, लेकिन शरम आनी चाहिए जरूर । कुरेशी साहब ने जवाब दिया राज्य सभा में, मैंने पढ़ा अखबार में कि एक वाइ-वीकली ट्रेन चलने वाली है दिल्ली से पुनाई गांव तक आसाम के। दस दिन पहले इन से पूछा कुछ तो बताओ, नहीं वाइ, वीकली हफ्ते में एक दिन की बताओ, कुछ तो मिल जाये । लेकिन कुछ नहीं । वहीं है रेल मंत्रालय, वहीं है रेलवे बोर्ड, यह सफेद हाथी या काला हाथी सेफद हाथी—मोटी मोटी टांग, लम्बी लम्बी सूंड, अकल नदारद, बात ही नहीं मानते हैं हम लोगों की । सारे मेम्बरों ने कहा, आसाम के सारे मेम्बरों ने लिख कर दिया , हम ने लिख कर दिया, वेस्ट बंगाल के मेम्बरों ने लिख कर दिया लेकिन वहीं हैं मंत्री और वहीं हैं उन का मंत्रालय ।

सभापति महोदय : अब आप अपना भाषण अगले दिन जारी रखियेगा । अब डिस्कशन अंडर रूल 193 लिया जायगा ।

16.59 hrs.

DISCUSSION RE: LOCK-OUT IN INDIAN AIRLINES

MR. CHAIRMAN: We will now take up the discussion under rule 193. Shri S. M. Banerjee will raise a discussion on the statement made by the Minister of Communications and Tourism and Civil Aviation in the House on the 26th November, 1973 regarding lock-out in Indian Airlines.

SHRI S. M. BANERJEE (Kanpur): Mr. Chairman, I am sorry to raise this discussion at a time when thousands of people could not visit Delhi on the eve of Comrade Brezhnev's visit because of the sudden lock-out declared by the management of the Indian Airlines. I heard with rapt attention the two statements issued by the hon. Minister, Shri Raj Bahadur, one in reply to the Calling Attention Notice two days back, and another one yesterday.

17.00 hrs.

[SHRI N. K. P. SALVE *in the Chair.*]

According to those statements, all blame has been thrown on the employees and their organisations. Now it is said that one of the organisations has decided to follow this change in the shifts.

It is stated:

> "According to a A.C.E.U.—that is, Air Corporation Employees' Union—spokesman, the Union will not take any decision before 30th November when an emergency meeting of the A.C.E.U. central executive is scheduled in Delhi to discuss the matter and take a decision...."

It also says, the A.I.A.E.A. which is another organisation of Engineers is likely to take an identical stand.

Further, it is stated:

> "The prospects for lifting the lock-out declared on Saturday, before 30th November are, therefore, remote if the management remains unchanged in its stand....The management had stated that it would consider the question of lifting the lock-out if the other unions take the same action as the I.A.T.A. has taken."

What is this organisation called I.A.T.A.? It is a puppet organisation sponsored by the management. Even they did not agree to the suggestion given by the Chairman, Air Chief Marshal P. C. Lal. When they agreed to try the new shift basis, that did not please the Chairman. He wanted a bond from them.

This is what is stated:

> "Meanwhile, the representatives of the I.A.T.A.—this puppet organisation—had a meeting with the I.A. Chairman, Air Chief Marshal, P. C. Lal on Monday. At the meeting the Chairman is reported to have reiterated that employees would be let in to work only on a personal bond which the I.A.T.A. representatives refused to accept."

Sometimes, even the puppets have a sense of dignity and honour. They revolted against the most nefarious and autocratic suggestion of the Chairman.

I am surprised to see the manner in which the Minister is feeling helpless in this matter. I am told, after the strike started or the notice was given, the Chairman threatened to resign if the Minister interfered into the matter. We know that he is one of our heroes. But the question is as to whether he is dealing with the civilian employees or Air employees. He was also the Managing Director of the same Corporation. My hon. friend, Shri Raj Bahadur said that he was also the Chairman and the Managing Director of the H.A.L. I know, during that time, there were so many strikes and 26 union workers were dismissed in Kanpur from service. Ultimately, they went to the Labour Tribunal and all of them with the exception of one or two workers, were reinstated. It was a slap on the face of the then management of the H.A.L.

Again, on 23rd of this month, Shrimati Purabi Mukherjee, the Secretary of the A.I.C.C. was honest enough and she called a meeting of the Members of Parliament and requested the Chairman to address the meeting. Unfortunately, I could not go there. This is what is stated:

> "Talking to a group of Members of Parliament representing all the parties, Mr. Lal said that some of the union leaders who met him today—that is, on 23rd November—agreed to give the new shift pattern "a fair trial" on the guarantee from the management that the improvements in it will be effected in the light of the experience of its working...."

Then, it says:

> "Mr. Lal said, those who met him during the day promised to persuade others. At this stage, he did not want to identify the union which was willing to cooperate with the management...."

He goes on saying further about overtime, etc. At one stage, he said that the management is supreme.

Further, it is stated:

> "Mr. Lal said that though he wanted the cooperation of the staff, he could not compromise on the fundamental issue of the management having the 'right to manage its own affairs."

The fundamental right is there. I do not know whether this is guaranteed under the Constitution. In 1973 the Chairman says that the management's right is there. Nobody disputes that. But the employees have no say in the matter; when in international air corporations the employees' representatives have been taken on the Board, when the scheme of participation of labour in the management has been agreed to by the Government, in the age of democracy—if there is any democracy today—the consent of the employees has not been taken.

During the course of a call-attention, Shri Samar Guha had raised certain issues, and Mr. Raj Bahadur quoted three agreements, agreements between the Union and the management—on 2-6-1971, 10-1-1972 and 15-2-1972. This was:

> "that the Corporation may revise from time to time the shift arrangements on different basis both in

[Shri S. M. Banerjee]

regard to composition of the shift as well as the shift timings so as to meet the variations in the workload."

And it has been agreed by the Chairman himself, both in the press and in public, that the intention is not to curtail overtime only—that is a very minor issue—but to increase the workload. That is exactly what the Union has said. On the 23rd, the president of the Air Corporation Employees' Union, Shri S. K. Roy Chowdhury, issued a statement:

"Provocation from IAC management."

"For the eleventh day, the air transport remain disrupted, thanks to the autocratic, disruptive and provocative attitude of the management. All our suggestions to break the deadlock have been stubbornly opposed by the management and they are insisting that the illegal and unjustified shift system introduced by them should be implemented before any discussion takes place. Some employees who were working have been shunted out by the management. We have been apprehensive that, even if the new shift system is accepted, the management will be further adamant to make any changes whatsoever...."

This was the suspicion in their mind. They would have agreed to give this new formula a fair trial, but they were afraid that, once they accepted this....

MR. CHAIRMAN: Please try to conclude. This is an important issue. Quite a few members are wanting to participate in this.

SHRI S. M. BANERJEE: That is why, Sir, the Speaker has fixed this at 5.00 p.m. instead of at 3.00 p.m.

MR. CHAIRMAN: We have an hour's time for discussing this. The number of members wanting to participate in it, as it is, is more than six or seven. The Minister will take 15 minutes.

SHRI S. M. BANERJEE: Let us have at least two hours.

MR. CHAIRMAN: It is not in my hands to extend the time.

SHRI S. M. BANERJEE: The House can extend it.

श्री हुकम चन्द कछवाय (मुरैना) : सभापति जी, कल कहा गया था कि इस के लिए दो घण्टे रखिये, इतने थोड़े समय से कुछ नहीं होगा ।

सभापति महोदय : आप इस बात को जानते हैं कि कितना समय दिया जाये, यह मेरे अधिकार के बाहर की बात है । जो समय इस के लिए रखा गया है, उसी समय के अन्दर इस को खत्म करना है । 15 मिनट मिनिस्टर साहब लेंगे और 45 मिनट में सब मेम्बरों को बोलना है ।

श्री हुकम चन्द कछवाय : आप को ध्यान होगा, जब 5 बजे के लिए परिवर्तन हुआ था तो इसी उद्देश्य से हुआ था कि 5 बजे रखने से अधिक समय ले सकते हैं ।

DR. RANEN SEN (Barasat): This is an important issue. So, the time may be extended.

MR. CHAIRMAN: I will request all the members to be very brief.

SHRI S. M. BANERJEE: As I was explaining, there was a lurking fear in their mind that, once they agreed to the formula, any change would not be acceptable to the management and they would stick to the same thing. That is why they requested to have another round of negotiations.

When the MPs were informed on the 23rd evening by the Chairman of

the efforts he was making to resolve the deadlock, no MP was informed by the Chairman that there was going to be a lock-out I take it a question of privilege to all sections of MPs. Why did you come and address? We never wanted you to address. That in why I refused to come even to the meeting. When he told the MPs that he was apprising them of the situation, every thing was decided for a lock-out.....

SHRI D. D. DESAI (Kaira): Mr. Banerjee might have read in the newspapers that negotiations were going on till three in the morning?

SHRI S. M. BANERJEE: I am talking of Friday, the 23rd. Everything was decided to have a lock-out.

SHRI D. D. DESAI: I am talking of that. Till early morning the negotiations were going on.

SHRI S. M. BANERJEE: The lock-out was declared on Friday night.

MR. CHAIRMAN: In the darkness of the night.

SHRI S. M. BANERJEE: It was known that the MPs were not to be told that there was going to be a lock-out. They were informed that efforts were being made to have a settlement. I still hold that they will not be able to run the Indian Airlines Corporation with the help of the puppet union. Unless both the unions are taken into confidence, unless the employees are taken into confidence in having this change, no amount of persuasion, whether lock-out or DIR or anything else, can help.

Sir, the lock-out was well-timed. this was done exactly on the 26th when Comrade Brezhnev was coming so that all those people who wanted to come here and receive him could not come. I charge the management of the Indian Airlines of subotaging the whole thing. It was nothing less than that.

Moreover, what is the news to-day? Private companies are coming to the rescue of the IAC. Private companies coming to the rescue of IAC? Very good. Tatas will come to your rescue. 'With the help of the private airlines, the Indian Airlines management will start a skeleton service between Calcutta and Delhi'.....

PROF. MADHU DANDAVATE (Rajapur): My humble request to the hon. Member is that when Comrade Brezhnev who is actually a guest and a dignitary of our country, has come over here, I think we should not involve Comrade Brezhnev in the controversy here. Independent of Comrade Brezhnev, we should carry on.

MR. CHAIRMAN: I do not want to tinker with the hon. Member's right to express his views. But Comrade Brezhnev is a respected and a dear guest of the country and so far as Comrade Brezhnev is concerned, if he is left out of the controversy, it will add to the dignity of the debate. It could never be the intention of anyone concerned to sabotage or scuttle anything which would be conducive to according a more welcome reception to Comrade Brezhnev. Keeping this in mind, the hon. Member may proceed.

SHRI SHYAMNANDAN MISHRA (Begusarai): When the Prime Minister herself says that the timing of the no-confidence motion was suspicious (on account of the arrival of Comrade Brezhnev), then why do they blame poor Mr. Banerjee? They are in line with each other.

SHRI VASANT SATHE (Akola): I am making an appeal to Mr. Banerjee. Gracious always as he is, probably in what he is saying, he might have a feeling of anger in that to make that allegation. But, considering its impact, if he could withdraw that remark, I think it would be more gracious.

DR. RANEN SEN: There is no question of any withdrawal. He has expressed his opinion. You may differ.

SHRI S. M. BANERJEE: Unfortunately, I am here, I cannot go to the Red Fort reception. Yesterday also, I could not go to Palam because of the Indian Airlines trouble. To me this is more important than the visit of Comrade Brezhnev.

The lock-out has been declared. If there is strike in the Railways, do they declare a lock-out? The Minister tries to discuss the matter for hours together and for days together to resolve the difference. Why should there be lock-out in Indian Airlines? If there is difference in the Cabinet, do they declare a lock-out? Therefore I fail to understand all this. It has been said that the employees do not want a settlement. It is not the case. I met them this morning. They are waiting to have a settlement. There is no question of dictating terms to them. It is a two-way traffic. The hon. Minister should cast off his helplessness. He is above the management. He is above the Chairman and the Managing Directors and they are subservient to elected representatives. Let them realise this. He should make another effort to have a settlement. Let him try to do this. Employees do not clamour for overtime. They have made it clear several times before also. They are not for overtime. This is about how shifts should be done. There was no agreement in 1970. There was an agreement of 1972 and you are implementing now, that is, in November 1973. Why was this not done before? These are my submissions.

Regarding private airlines, let them help, I welocme their help. But what about your attitude to the employees? Will you give them a patient hearing or not? There was the television speech of the Chairman, there was no question of overtime etc. That is the main issue. Who runs the management? Is it the employees or the management? In a public undertaking nobody can be termed to be under the management, because, everybody is an employee of the particular public undertaking concerned. In a piano you have to press the black and white keys to produce a harmonious sound. Like that here also both should work together.

Therefore what I submit is that they should convene a conference of all the unions including the puppet unions. Let us not implement the formula for another fortnight and in the meanwhile let us go into the matter. He should not say: Let them accept the formula, otherwise I will declare a lock-out. That is the attitude of those who do not believe in democracy, in democratic functioning. So, let him not have that attitude. We should not give room to any quarters to exploit the situation and discredit the working of the Indian Airlines.

I request the Minister to realise the gravity of the situation. I can speak on behalf of the employees union that they are trying to negotiate for a settlement. But, Sir, you should not try to bully them, brow-beat them; they have their own prestige and their own dignity. They may not be chairmen, but after all, they are ordinary employees who work for the welfare of the country, for the progress of the country and they should be treated alike as the Chairman. If there is to be an agreement, let it be an agreement for five years, let it be for peace for five years, and let this matter be settled finally and satisfactorily once for all.

PROF. NARAIN CHAND PARASHAR (Hamirpur): Mr. Banerjee seems to have taken upon himself the task of defending the employees and he has said that those who are on this side are not sympathetic to the employees. This is not so. I refute this insinuation. I would like to tell him that we are as much concerned with the welfare of the employees as Mr. Banerjee concerned. But we are also concerned with the convenience of the general public who travel by the various aircrafts of the Indian Airlines.

Sir, there must be some kind of understanding of both sides of the picture. He has tried to paint one side only, and what is most unfortunate, he has tried to involve one of our most honoured guests in this controversy.

MR. CHAIRMAN: You forget about it.

PROF. NARAIN CHAND PARASHAR: May I ask him: were the employees not thinking of this? Why did they start all these various kinds of tactics? Is it to paralyse the working of the Airlines? Sometimes there is a wild cat strike; sometimes there is work-to-rule formula and sometimes there is absenteeism without leave, and sometimes they resort to this, that or the other tactics. All this has resulted in a steady deterioration in the flights, in the timings and in the regular schedules of the Indian Airlines.

Now, may I invite the attention of the hon. Member, Shri Banerjee to a report of the Committee on Public Undertakings, which is a responsible Committee of this very House, to what has happened to the services of the Indian Airlines in the past few years?

I read from the 28th Report (1972-73) of the Committee on Public Undertakings presented to this House. They find a deterioration year after year in the percentage of the number of services. They say:

> "The number of services delayed to total number of flights had increased from 17.8 in 1967-68 to 35.6 in 1971-72."

But what about the inconveniences to passengers who are delayed at the aerodromes sometimes for more than seven hours? Has he forgotten the inconvenience caused to the people when it is suddenly announced, when somebody comes to the airport, that the flight will not take place? Does Shri Banerjee forget that there is a weeping wife waiting for somebody? Does he forget that there is somebody who is ailing at the other end for reaching home immediately the person has to go by air? People do not travel by the Indian Airlines for the fun of it. It is not for the payment of extra money that they have paid they want to travel by the Indian Airlines. That is because they want to reach sooner. They cannot afford to travel by the train because it takes a much longer time and if this delay remains and if it is continued and if there is a steep increase from 17.8 per cent to 35.6 per cent, there is no end to it.

Then there is a question of overtime allowance. There is a remark made in Mr. Banerjee's speech that there is no question of overtime allowthere is no question of overtime allowployees at any time have come forward with a demand that their overtime allowance should be reduced? I have certain facts and figures to quote. I shall quote from the report of the Committee on Public Undertakings. That is:

> "The Committe finds that the amount of overtime paid to the staff of the Airlines was as high as 298.97 lakhs in 1971-72 constituting 18.7 per cent of the total salaries and wages in a year."

"The Committee regret to note.. (*Interruptions*).

SHRI S. M. BANERJEE: Wherefrom are you quoting?

PROF. NARAIN CHAND PARASHAR: Please listen to me. I am quoting from the Report. I won't allow you to interrupt me. Did I interrupt you when you spoke? Let me quote the salaries and overtime allowance paid per year. The Committee, in their report observed as follows:—

"The Committee regret to note." This is what they have observed. Do you respect this House or do you refuse to listen to the proceedings of

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the Committee which are being referred to the House? Just listen to it. This is what the Committee says:

"The Committee regrets to note that although, in their Twenty-third Report, in March, 1966, paragraph 250, they recommended that overtime payments will be reduced substantially, overtime payment showed a rising trend—an increase of 170 per cent within a period of five years and the amount of overtime paid had gone up from 11.43 lakhs in 1966-67 to Rs. 29.89 lakhs in 1971-72."

May I invite Mr. Banerjee's attention to this fact? Compare what is the workload of the employees—pilots etc. working in the Indian Airlines to the workload of the people—pilots etc. of that very category working in domestic airlines in foreign countries, in West European countries. There it is 65 hours, whereas it is 52 hours here. Still, there is the same sort of demand going on that it be reduced. When the new shift pattern is introduced is it to increase the workload? I refute this charge. This is not the intention of the management to do that; nor is it the intention of the Government—the ministry—to increase the workload. There is always a tendency to adjust it in such a way that the minimum inconvenience is caused. Whether it is in the Indian Airlines or Gorvernment or whether it is in railways or Airlines, they cannot stop the flights during the nights. If the flights are during the day, then the servicing has got to be done in nights. And the employees have to be present on duty for that purpose. With all these amenities, two days' leave of absence without any kind of notice is also allowed. Still we find that all these tactics are being resorted to.

May I also ask Shri Banerjee whether it is in his opinion a fact that the employees of the Indian Airlines are not paid heavily as compared to the similar category of persons working in the Indian Air Force? Those are the people who are ready to sacrifice their lives for the sake of the country, our Motherland, at any time, at any snowy peak or anywhere else in the world and they are also our own employees. But here these people are getting these fat salaries and they are saying....

SHRI S. M. BANERJEE: The MPs. get more than the MLAs. So, what?

PROF. NARAIN CHAND PARASHAR: If you refer to the facts and figures, you will find that a person who is working in the IAF hardly gets the amount that a person working in the Indian Airlines get. A person who is a Wing Commander in the IAF gets Rs. 1,600 whereas a person who is a jet commander in Indian Airlines, gets Rs. 7,000. This is just one instance that I am giving. There are various other categories where also a similar comparison can be made. Similarly, you can compare the workload on the Indian Airlines employees with the workload on the service personnel on the domestic flights in foreign countries, and you can compare their salaries and allowances and overtime allowance and so on, and you can compare anything and you will find that the Indian Airlines employees are better off as compared to the that others.

But there is a very important issue that I want to raise before the House. Does the House not have a right to control the entire flight services of the country? Does the House not have a right to look to the convenience of the public whom we represent here, the convenience of the sick, the ailing, the wounded and dead? One may try to defend the case of the Indian Airlines employees here, and yet should Parliament not have a voice or say in controlling the salary structure of the Indian Airlines employees? I submit that it should have. It should have every right to do so.

I would request Shri Banerjee to bear one thing in mind while he is defending the rights of the employees.

I also am one with him in saying that if any kind of increase is justified, it should be given to the employees. But at the same time, the convenience of the person who is flying in the aeroplane has also to be looked to, and he has also a right to be attended to. His interests have also to be watched, and his interests may be that somebody is dead at the other end. If the employees are going on a wild-cat strike or they are going to work to rule, what about the weeping eye that is full of tears at the other end? Has my hon. friend ever cared for this? I suggest that we must pay heed and the country must pay heed to the continued deterioration in the service of the Indian Airlines which has caused deep frustration in this country. But for the Indian railways which are there today, this country would have been paralysed in communications. Mr. Brezhnev's visit is a welcome sign, but were the employees waiting for this time? Is this the time when one should continue to support the unjustified attitude, I would not say, unjustified demand of these employees?

My hon. friend had referred to the presence of Mr. Lal and his address to the Members of Parliament. Do the employees not come to us? If the pilots come to us, we listen to them also. Is not Mr. Lal a loyal citizen of this country? Has he no right to explain his attitude to the MPs? How can my hon. friend, therefore, raise any question of privilege against his coming and talking to us? He never raises that question when the pilots come and talk to us.

THE MINISTER OF COMMUNICATIONS AND TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): He was invited to come.

PROF. NARAIN CHAND PARASHAR: As the hon. Minister has pointed out, he was invited to come and talk. I was present on that occasion, but my hon. friend was not. I submit, Sir, that he has every right to come and address the MPs.

SHRI S. M. BANERJEE: But why did he not say that he was going to declare a lock-out?

PROF. NARAIN CHAND PARASHAR: Mr. Lal in the course of his speech explained the various procedures and the various steps taken by the management and others in the Indian Airlines to meet the situation, and every Member of Parliament to whichever party he belonged was free to ask any question. I was present on that occasion, and I am witness to the fact that he did not say anything that was not sympathetic to the cause of the employees. He only said that the patience of the Indian Airlines was being tried and the country would not like to be tried any further and nothing more.

Now, may I appeal in my humble way to Mr. Banerjee? He is a great trade unionist. He champions the cause of trade unionism. I would suggest that he should appeal to the employees that there are millions of people who are looking forward to a satisfactory improvement in the service of the Indian Airlines, for which he must also work hard and we must also work hard. After all, it is the public money that we are spending and the money that we have spent on an aircraft may be the money that we have taken from a wage-earner, a person who perhaps has no roof to sleep under. Naturally, we must look to this aspect also and not say things which are palatable to one small section of the concerned parties and not to the other.

Let us remember the fact that there are people in the Armed Forces, people in the Border Security Force and people in other departments who are also doing their duty.

As for the right to strike, nobody has denied that in the House. But is it not our right to see, and is it not proper for us to see, is it not also our moral duty to see that satisfactory service is rendered to the public or the people of India? Unless the Members of Parliament and unless the leaders of public opinion rise to the occasion and see to this, nothing would

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be appreciated and nothing would be solved satisfactorily.

I would request all sections of the House to see that the inconveniences caused to the people are also brought before the public in a very fair manner and improvement in the operation of the IA is brought about to the satisfaction of the public.

The new shift pattern deserves a trial. If the trade unions, the eight unions of the employees, are sincere, let them come forward with an open heart and an open mind and give a fair trial to the new shift pattern. As the Chairman, Mr. Lal, has said, if it does not work, they are ready to scrap it. Why not give it a trial? How can you experiment without a trial? It must be experimented with. There should be some chance for trial. If there is scope for improvement, they would be ready to modify it. After all, we are all here. We would request Mr. Lal, the management, the hon. Minister and Government to give the employees also a chance. But let the employees come forward and accept it. Then there can be adjustment and settlement.

MR. CHAIRMAN: There is a formidably large list of members in front of me. The issue is extremely important. But much against my wish, I will have to be strict with members. I am afraid I will not be able to allow more than five minutes to each member.

Shri Mohammad Ismail.

श्री मोहम्मद इस्माइल (बैरकपुर): यह हमारे साथ बहुत बइमाफी होगी ।

सभापति महोदय : बोलने वालों की संख्या बहुत अधिक है ।

श्री मोहम्मद इस्माइल : मुझ से पहले जो स्पीकर बोले हैं और उन्होंने जो ब्रेझनेव साहब का नाम इस में घसीटा है उस को मैं समझता हूं कि उठाना गलत था । लेकिन जहां तक जनता का सवाल है, पब्लिक की तकलीफ का सवाल है उस में हम एक राय हैं । जहां तक एम्प्लायीज का सवाल है, मैं दो-तीन बातें कहना चाहता हूं । मैं आशा करता हूं कि आप इन पर ध्यान देंगे ।

दस नवम्बर को उन्होंने नोटिस दिया था और उन की मेन डिमांड यह थी कि स्टेटस को मेंटेन किया जाए, बातचीत की जाए और कोई फैसला किया जाए । लेकिन उन को कोई हीयरिंग नहीं दी गई । मैनेजमेंट और चेयरमैन एडामेंट रहे । मैं समझता हूं कि जो हालात पैदा हुए हैं और पब्लिक को जो इनकनवीनियेंस हो रही है उस की सारी जिम्मेदारी जो है वह चेयरमैन पर है और मिनिस्टर पर है ।

ओवर टाइम का सवाल उठाया जाता है । लाल साहब अगस्त महीने में चेयरमैन बनें कर आए । उन के दिमाग में यह घुसा कि करोड़ों रुपया ओवर टाइम का जो लोगों को दिया जाता है, इस को बन्द करना चाहिये । जहां तक एम्प्लायीज का ताल्लुक है वे हमेशा से ही यह कहते रहे हैं कि ओवर टाइम बन्द कर दिया जाए और हम जो अंडर-स्टाफ्ड हैं, उस कमी को पूरा किया जाए । मैं एक मिसाल देना चाहता हूं । आप दिल्ली के ही कर्मशियल स्टाफ को लें । पालम में जो स्टाफ काम करत है उस को लें । मार्निंग शिफ्ट में वहां 46 आदमी काम करने के लिए होने चाहियें । 28 आफ्टरनून में होने चाहिए 32 ईवनिंग में होने चाहियें और छः नाइट में होने चाहिये । अब आप देखें कि मार्निंग में कितने आदमी काम करते हैं । जहां 46 की स्टैन्थ है वहां एक्चुअली 26 आदमी ही मार्निंग में काम करते हैं । इसका नतीजा यह हुआ कि उन पर ज्यादा काम पड़ा, वर्क ओवरलोड हुआ और इसका नतीजा यह निकला कि उनको ओवर टाइम दे कर काम करवाना पड़ा । यहां वह

ही नहीं है । थ्रू आउट यह पैटर्न है । कम स्टाफ, अंडर-स्टाफड और स्टाफ से ज्यादा काम लेना । प्लेन आए तो उन को काम तो करना ही होगा और अगर करना होगा तो अगर वे अंडरस्टाफड हैं तो उन को ओवर टाइम भी देना होगा । चेयरमैन के सामने, कारपोरेशन के सामने यह सवाल नहीं आया कि इसको कंसिडर किया जाए कि जो स्टाफ कम है वह पूरा किया जाय । बार बार एम्प्लायीज ने इस सवाल को उठाया कि स्टाफ को पूरा करो, ओवर टाइम का सवाल हल हो जाएगा । लेकिन इस की तरफ अधिकारियों ने कभी ध्यान नहीं दिया । और इस कमी को पूरा नहीं किया गया । लाल साहब मिलिटरी के आदमी हैं, वहां से आए हैं । वह समझते हैं कि जैसे मिलिटरी में काम होता है वैसे यहां भी होना चाहिए, उस तरह का डिसिप्लिन यहां भी होना चाहिये, इसको वन्द करेंगे, ओवरटाइम को । चाहे 46 की जगह 26 आदमी ही हैं लेकिन ओवर टाइम नहीं मिलना चाहिए । स्टाफ बार बार डिमांड करता रहा लेकिन उन्होंने उनकी डिमांड की तरफ कोई ध्यान नहीं दिया । इस तथा दूसरी बातों का नतीजा यह हुआ कि उन्होंने जबरदस्ती और बाई फोर्स व बिना नोटिस लाक आउट डिक्लेयर कर दिया । यह एक पब्लिक युटिलिटी सर्विस है । यह लाक आउट लीगल नहीं है । पब्लिक यटिलिटी सर्विस जो है वहां पर भी अगर कोई डिमांड उठती है तो एम्प्लायीज के सा उनके रिप्रिजेंटेटिव्ज के साथ बैठ कर फैसला किया जाते है उन्होंने स्टेट्स को की डिमांड की थी लेकिन उस को माना नहीं गया । फिर उन्होंने स्ट्राइक नोटिस दिया और कहा कि स्टेट्स को मेंटेन किया जाए । लेकिन चेयरमैन और मैनेजमेंट अड़ा रहा कि जो यह शिफ्ट प्रणाली है इसका एक्सपेरीमेंट करना पड़ेगा, इस सिस्टम को चलाना पड़ेगा, बाई फोर्स इसको वे/चलाएंगे । एम्प्लायीज का कहना था कि आपको इसको कंसिडर करना चाहिये कि कम स्टाफ से काम लेते हैं, पूरा स्टाफ आप दें, ओवर टाइम हम नहीं चाहते हैं लेकिन कुछ नहीं हुआ । लेकिन उन की बात को माना नहीं गया, उसकी तरफ ध्यान नहीं दिया गया । इसका नतीजा यह हुआ कि ऐसी परिस्थिति पैदा हो गई और वहां पर लाक आउट डिक्लेयर करने की नौबत आ गई। मैं कहना चाहता हूं कि यह जो लाक आउट है यह नाजायज है, यह गलत है, यह गैर कानूनी है, यह देश के साथ गद्दारी है । गलत तसवीर पेश करके चेयरमैन और कारपोरेशन के अफसर बैठ कर इस किस्म की धांधली करके दहशत क्रियेट करेंगे ? मैं समझता हूं कि जो हालत पैदा हुए हैं इनके लिए एम्पलायीज जिम्मेदार नहीं, इसके लिए अफसर और चेयरमैन जिम्मेदार हैं।

आप देखें कि 1971 से पब्लिक मनी का किस तरह से गलत इस्तेमाल हो रहा है। 1971 में कर्मशियल मैनेजर्ज की संख्या पांच थी । अब वह 18 हो गई है । उनकी तनख्वाह तीन हजार से चार हजार है । इसी तरह से डिप्टी आपरेशनल मैनेजर जहां 1971 में नौ थे अब उन की संख्या 52 हो गई है । उनकी तन्ख्वाह एक हजार से दो हजार है । वैसे ही डिप्टी कर्मशियल मैनेजर जहां 1971 में पन्द्रह थे उनकी आज संख्या 88 हो गई है । वे दो हजार से चार हजार पाते हैं । इस से पता चलेगा कि किस तरह से न पोस्टस को आप बढ़ाते चले गए हैं और पब्लिक मनी का गलत इस्तेमाल करते चले आ रहे हैं और जो इन के नीचे काम करते हैं उनकी तन्ख्वाह तीन सौ रुपए तक है ।

इसी तरह से इंडियन एयरलाइन्ज को जो बिल्डिंग है उस में इसका आफिस न रख कर के दो लाख रुपया किराया दे कर आपने

[श्री मुहम्मद इस्माइल]

कचनजंगा में रखा है जो लिक हाउस में है । इसका और अधिक किराया दे कर आप इसको चला रहे हैं और काम कर रहे हैं और ओवर टाइम की बातें करते हैं । जब इस तरह से पब्लिक मनी का वेस्टेज हो रहा है तो क्या आप समझते हैं कि कोई साल्यूशन सम्भव है ? जो हालत पैदा हुए हैं उनका सौल्यूशन क्या है ? यह है कि स्टेट्स को आप मेंटेन करें, और लाक आउट उठाने के लिए एम्प्लायीज के साथ बैठ कर नैगोशिएट करें । पब्लिक इनकनवीनियंस का आप ध्यान करें । स्टेटस को मेंटेन करें । बातचीत उठाने के साथ शुरु करें । उसी तरह से आप करें जैसे लोको वर्कर्ज के साथ आप ने किया था । जिस तरह से शांति पूर्वक फैसला आपने उन के साथ किया उसी तरह से शांतिपूर्वक फैसला आप यहां भी करें । हमारी आशा है कि आप ऐसा करेंगे । लेकिन अगर आप एडामेंट रहे, आपका एटीट्यूड एडामेंट रहा तो नतीजा बहुत खराब होगा और इसकी सारी जिम्मेदारी सरकार पर होगी ।

SHRI VASANT SATHE (Akola): Mr. Chairman, Sir, I have heard my colleagues, Shri Banerjee and Shri Mohammad Ismail, and as a trade unionist, at the outset I will say, as I said the other day, that my sympathies always go with the employees. Here, I would like to say that I have very much wished that some other methods of taking the employees into greater confidence—I even put it to Mr. Lal—and giving them a feeling of participation—I go to the basic issue—would have avoided this crisis of confidence, as I said, on account of a communication gap.

But, may I submit to Shri Banerjee and Shri Mohammad Ismail that this is not an occasion when we, as good trade unionists, should make it a prestige issue. I will tell you why. What is the matter involved? (*Interruptions*) Please listen to me. What is the point involved? The point involved is about overtime. We ourselves say that we do not want this pernicious system of overtime against which strictures have been passed even by the Public Undertakings Committee, and against which we ourselves as trade unionists have been making representations to this House. If that is so, what is the harm in giving this new shift system, which basically hits only the overtime workers, a fair trial?

Let me ask—for the simple reason—do they increase the working hours? No. The working hours are 44, and in fact, in the new shift the working hours are less than 42. Kindly bear this in mind. There is no increase in the working hours. How does the worked increase for a leader? He is not going to carry in these six to seven hours of work, which he is expected to do, more load.

A technician is not going to work more in the six hours than he would do while working in the night shifts for six hours. If he works overtime, he gets double. It was called the balanced system. It was the most unbalanced system formerly. Equal number of men were given to each shift. As you have rightly conceded, if 46 men are required for the night you give them 46 men in the night shift. Previously it was 26, 26, 26 for all the shifts. Therefore, the new shift actually envisages better work allocation and better man-power allocation in the shift where there is greater work. Hence I submit, in all fairness as patriotic citizen and trade unionist, let us not make it a prestige issue. It is not the prestige of Mr. Lal which is involved. It is not the prestige of Raj Bahadurji that is involved in this. It is not our individual prestige or the prestige of a particular trade union. Do we want the Augean's stable of Airlines administration working to be cleared or not. Whether it is the highly paid staff or the commercial staff or it is the delay in the flights or it is the

pilots' working for two hours instead of for four hours, whether it is an Air hostess getting in 10 years of service more than the Air Vice-Marshal—all these things must be taken into consideration.

May I clear one point to Mr. Banerjee. I was there in the meeting of Members of Parliament addressed by Mr. Lal. At that time he had said that he was still hoping that there would be a settlement. That was 6 O'clock. Negotiations broke in the night on Friday. On Saturday morning lock-out notice was put up at 3 A.M.

DR. RANEN SEN: No. it was announced in the All India Radio on Friday night at 8 P.M. I heard it myself.

SHRI VASANT SATHE: Shri Raj Bahadur may make it clear. My information is that the notice of lock out was not given till early saturday morning. I will not go into the question of negotiations that had already taken place. There was in the particular agreement some provision. I am particular of the legal provisions as a lawyer conversant with Industrial Law. I had asked this question to Mr. Lal, whether the procedure under the Industrial Disputes Act was followed, after negotiations, procedure of arbitration etc. He explained to me in the I agreement of 2-6-1967, 10-1-1971 and 15-2-1972 of the respective unions. There was the provision that the Corporation might revise from time to time the shift arrangements at different places both in regard to the position of the shift....

SHRI S. M. BANERJEE: I have quoted that. The 1972 agreement was implemented after a lapse of one and a half years.

SHRI VASANT SATHE: I am not on that point. I am on the point that in the event of no agreed decision the matter will be referred to the Assistant General Manager for a final decision after consultations with the Central Office. That is the inbuilt procedure. That was followed. How do we blame the management that they had committed illegality. Therefore, I am appealing to the employees through our colleagues not to make this a prestige issue but give the shift system a fair trial. If there is anything wrong, any injustice to an individual or to a group, I assure you, as a trade unionist, that I shall join my colleagues and raise it in this House in support of the employees. Let our colleagues not make this a prestige. That is the appeal I want to make from this House.

श्री हुकम चन्द कछवाय (मुरैना) : सभापति महोदय, जब एयर चीफ़ मार्शल श्री पी० सी० लाल इंडियन एयरलाइन्ज में आये, तो उस के काम का अध्ययन करने के बाद उन्होंने देखा कि ओवरटाइम में बहुत अधिक पैसा दिया जाता है, जिस से सरकार की हानि होती है । उन्होंने यह भी देखा कि जिस समय काम अधिक होता है, उस समय कम लोग काम करते हैं और उस काम को निपटाने के लिए ओवरटाइम देना पड़ता है । इस लिए यह देखते हुए कि किस समय ज्यादा काम होता है और किस समय कम काम होता है, उन्होंने ड्यूटी में परिवर्तन किया कि किस समय कितने लोग काम पर बुलाये जायें ।

अगर सरकार और देश के हित को देखते हुए उन को यही करना था, तो वह कर्मचारियों को विश्वास में लेते । तब यह समस्या पैदा न होती । (**व्यवधान**) जहां तक मेरी जानकारी है, उन से पहले के अधिकारी के साथ यूनियन का 2-6-72 को यह समझौता हुआ था कि जब कोई भी परिवर्तन किया जायेगा, तो यूनियन के लीडरों को बुला कर उन से इस बारे में परामर्श किया जायेगा । चूंकि यह नहीं किया गया, इसी लिए यह उत्तेजना फैली । उन लोगों को विश्वास में नहीं लिया गया । इस कारण

[श्री हुकम जन्द कछवाय]

ऐसी स्थिति पैदा हुई, जिस में सरकार को तालाबन्दी का कदम उठाना पड़ा सरकार समझती है कि तालाबन्दी के बाद वे लोग दब जायेंगे और झुकेंगे । लेकिन सरकार का यह सोचना ग़लत है ।

जहां तक श्री पी० सी० लाल का सवाल है, मैं उन का बहुत आदर करता हूं । वह बड़े अच्छे, बड़े गुणवान्, बड़े बुद्धिमान और काम में बड़े कुशल हैं । लेकिन यह नहीं भूलना चाहिए कि वह मिलिटरी के अफ़सर हैं । और मिलिटरी का आदमी कैसा होता है, इस का मैं उल्लेख नहीं करना चाहता हूं । (**व्यवधान**) किन्तु कभी कभी स्थान बदलने के बाद अपने स्वभाव और व्यवहार में परिवर्तन करना होता है । जब मंत्री महोदय इस पद पर नहीं थे, तो उनका स्वभाव दूसरा था और इस पद पर आने के बाद उन के स्वभाव में थोड़ा परिवर्तन हुआ है, यह वह स्वयं भी जानते हैं । इसी तरह लाल साहब भी अपने स्वभाव में कुछ परिवर्तन करें । अगर उन से यह मामला नहीं सुलझता है, तो मैं मंत्री महोदय से निवेदन करूंगा कि वह यूनियन के लोगों को बुला कर स्वयं उन से बात करें, लाल साहब को भी बिठा लें, पार्लियामेंट के मेम्बरों से भी चर्चा कर लें ।

तालाबन्दी से इस देश की बहुत हानि हुई है । मंत्री महोदय बतायें कि जब से हड़ताल या धीमे काम करना प्रारम्भ किया गया, तब से अब तक सरकार और देश की जनता की कितनी हानि हुई है । पार्लियामेंट के मेम्बर अपने क्षेत्र के लोगों से मिलने और अपने कार्यक्रमों को पूरा करने से वंचित हो गये हैं । मैं कहना चाहता हूं कि इस मसले को अधिक लम्बा न चलाया जाये । जिन्होंने अपराध किया है, उन्हें दंड मिलना चाहिए । अपराध करने में चाहे वह अफसर आता हो चाहे यूनियन के लीडर आते हों, यह देखिए और खोज कीजिए कि आखिर मूल दोष कहां है ? किस की तानाशाही के कारण, किस की गलती के कारण हुआ ? . . (**व्यवधान**) . . मेरा यह कहना है कि इस में कौन दोषी है उस की जांच करें, उसे दण्ड दें, हमें उस में कोई आपत्ति नहीं है । परन्तु शीघ्र से शीघ्र इस बात की घोषणा करें कि तालाबन्दी समाप्त की जाती है । लोगों को बुला कर उन्हें काम पर लगाया जाय । सर्विसेज ठीक प्रकार से हों । मेरी शिकायत है कि सर्विस में काफी विलम्ब होता है । इस से काफी लोग परेशान होते हैं । अब यह कोई तरीका है कि दिल्ली से कलकत्ता जब हम जाते हैं तो दो घंटे लगते हैं लेकिन वहां जाने के बाद दो घंटे सामान लेने में लगते हैं । तो उस का फायदा क्या हुआ ? इस में कहीं कुछ गड़बड़ी है । उस को आप ठीक कीजिए और मेरा निवेदन है, मैं ने जो बातें उठाई हैं, मैं उस से समर्थन देता हूं । यह तालाबन्दी नाजायज है और हड़ताल का जो तरीका है वह भी नाजायज है । मैं उस का विरोध करता हूं । आप ने उन्हें विश्वास में नहीं लिया । उस कारण उत्तेजना फैली । अपने कर्मचारियों को आप विश्वास में लीजिए । वह आपके लोग हैं । आप उन्हें अधिक पैसा देते हैं और अधिक पैसा देते हैं तो अधिक सेवा भी वह देते हैं ।

इसलिए मेरा निवेदन है कि इस मामले को शीघ्र से शीघ्र सुलझाया जाय ।

SHRI BHAGWAT JHA AZAD (Bhagalpur): Mr. Chairman, I concede the important right of labour to strike. I have consistently supported that right of the labour. But the question is how and when this right should be exercised. I am sure it will be agreed to by others as well that the right belongs not only to one section of society but to others as well, and here I am referring to the users. At this particular moment our attention should not be concentrated only on the right to

strike and who made the first move. The important point to consider in this controversy is whether the management has got the right, on behalf of the people, namely, the users of this service as the people who have been called upon to run the Indian Airlines in the most economical way, to take steps to effect economy in the working of the airlines. I do not for a moment hesitate to admit how the leadership and the officials who manage this organisation are responsible for this impasse. But here the point is that once the Chairman of the organisation, Shri Lal, and the new Minister in charge of Civil Aviation have realised the mistake and wanted to set it right, should not the members of this House from all sides and the people outside give them the whole-hearted support which they need?

Let us remember here that nobody is being removed from service. It is not contended by anybody that the pay scales of the employees would be reduced. What is sought to be done is only to rationalise the shift pattern so that more employees will be on duty during the peak hours. The employees do not want the new shift because that will affect their overtime.

Now what is happening not only in Indian Airlines but in the entire Government of India is that the employees while away their time from 10 to 5. Even though the office opens at 10 O' Clock they will come at 11 a.m. They go for lunch at 1 O'Clock and return at three. After 5 O'Clock they will start their work and also earn some overtime. This is how the Government functions.

In this background, if Shri Lal has taken the courage in both hands to set things right, I think he needs our appreciation and support at this moment. It is necessary that we must start somewhere. A good friend of mine was telling me outside that this is not the opportune time for this change. Then, what is the opportune time? Another friend was arguing just now that we are losing Rs. 1 crore every day, which will come to Rs. 30 crores in a month, so why not give Rs. 2 crores as overtime and avert a strike. This is a fallacious argument. In fact, we have been told that we can save money even after paying overtime rather than losing in crores of rupees by the lock-out. That is not the thing. We support the stand taken by the Indian Airlines and the Chairman. It must be set right. Somewhere, you must start and, naturally, it will pinch somewhere.

What is being questioned? It is not a question of crisis of confidence. It is a question of crisis of extra illegal money that is being stopped for which they did not work. Therefore, it is a correct stand taken by the Corporation.

Now, I would say the other point also. I want to understand: Why this impasse has been brought about? Why did you allow them to work on these lines and have Rs. 2 crores extra payment? Who is responsible? You are responsible; your management is responsible. Let there be no bosses and Basus, impersonal officers, who came on Rs. 1,500 in your Ministry and went to some other Ministry with the previous Chairman on Rs. 3,000 and who made the entire mess of labour and of the Indian Airlines. Being in the Labour Ministry, I saw how such officers have spoiled the Indian Airlines.

I want to understand this. Is this the first and the last act of correction on your part or is it the first of the series of acts that will start against those officers also who have multiplied, according to the Parkinson's Law, their own tribe? I am prepared to support you. You draw Rs. 2 crores. But you must tell us, next time, how much you reduce on the caravan of officers, the Commercial Managers, these Managers and those Managers and these bosses who put the entire lawn of their under telephonic instrument and talk on phone even in their

[Shri Bhagwat Jha Azad]

lawns and gardens. What for is this? There is no law about it in the public sector undertakings. So also in the Indian Airlines.

While I support this action I hope, the labour leaders and the labour will withdraw their agitation and the lock-out will be lifted. But, after that, please don't forget, we shall not spare you if you do not go beyond this and take action against those officers who are damaging the prestige of this country, these highly-paid men. Who pays for them? It is the travelling public. What do you give to them? Even the management is being paid by the public. I hope Mr. Lal will take note of this also. He should take note of the Parkinson's Law, one employing the other. Anybody who comes, he comes with one dozen of their tribe, employs them in different posts and goes away and another man comes and brings a dozen more. The poor Indian Airlines! There is no law of personnel here. Labour too will be contended to have their own law on permanent basis.

Lastly, I would not like to compare it with loco staff strike. Mr. Banerjee you know as a labour leader that there should always be a talk of one dominant union. The Gajendragadkar Commission has also said that. But if you want to have an anology of loco staff strike, do you want to have so many unions? No. I remember a case, when I was in the Labour Ministry, in the Indian Airlines, under the personal management of one Mr. Basu who spoiled the whole Indian Airlines overnight sprang up one other technicians' union to fight the A.C.E.U. He used to come to me always. The Ministry supported it; Mr. Basu recommended it. But I set my foot down saying, "I will not recognise it so long as I am in the Labour Ministry."

You also pleaded that at that time. I remember the case when you wanted another union in the same Ministry. I opposed it. Don't play that mischief again. Don't bring in again these bosses and Basus and spoil the Indian Airlines.

With these words, I support this. I hope, the labour will withdraw their agitation and the lock-out will be lifted. At the same time, you will have to tell us how much economy you have made on your officers who is responsible for the mismanagement of the entire thing, giving Rs. 2 crores extra and having a big retinue in the Indian Airlines.

MR. CHAIRMAN: Shri Tha Kiruttinan.

Before we proceed further, it is necessary for me to take the consensus of the House. The time allotted for this was one hour. We have already exhausted that time and have taken a minute more. Now do we take it that we conclude it by 6.30 p.m ? That means, only one speaker from this side and one from the Congress and then I will have to call the Minister because he needs a minimum of 20 minutes.

PROF. MADHU DANDAVATE: Only two groups are left out.

MR. CHAIRMAN: A fair proportion has to be maintained. Whenever one member from the Opposition is called one member from the Congress Party has also to be called. There is a formidable list which the Congress Party has given. Let us keep it upto 6.30 p.m. Almost all the points have been covered.

DR. RANEN SEN: Make it 7.00 p.m

MR. CHAIRMAN: At any rate, your turn will not come, because Mr. Banerjee spoke for about 20 minutes.

SHRI S. M. BANERJEE: Sir, I rose above Party.

MR. CHAIRMAN: Two members from this side and two from the Congress side, and then I will call the Minister.

Mr. Kiruttinan.

SHRI THA KIRUTTINAN (Sivaganja): Mr. Chairman, Sir. I am very sorry that there is a divided opinion about the present lock-out in the Indian Airlines. My friends on the other side were trying their best to justify the lock-out with which we do not agree.

The Indian Airlines is an example for corruption, favouritism, malpractices and such other things. The present situation is not a recent one. My friends on the other side were trying their best to bring out the Public Undertakings Committee's recommendations and some others wanted to clean out the administration also. We are also for it. The administration should be cleaned out. The Indian Airlines has a staff about 16,000. And do you know how many aircraft they are having? Hardly 30. The hon. Minister, in his statement has tried to put the whole blame on the employees. But that is not a fact. The management has utterly failed to improve the efficiency. They must explore all possibilities to lift this lock-out. They must find a compromise with the employees. So, I would like to say that the management is responsible for all these troubles. The management claims that they are trying to bring down the overtime allowances. That is not the question. The question is one of improving the efficiency and bringing down the unnecessary expenditure and running the Corporation profitably.

I would like to bring certain things to your kind notice—how this management has shown favouritism and spoiled the whole administration. As Mr. Ismail was pointing out, in 1971, the Commercial Managers were only five, but the number has gone up to 18 now. The pay scale of Commercial Manager ranges from Rs. 2,500 to Rs. 3,000, and other allowances are also there. The number of Deputy Commercial Managers was 15 in 1971 but it has gone up now to 85. The number of Deputy Operational Manager was six in 1971 and now it is 42 to 45. These are all executives posts. Six Chief Engineers who were appointed are now sitting in the office without any work. Some time back, 200 technical officers, highly qualified people, were recruited and now they are doing only clerical work; they are not allowed to work in the aircraft or sit for the aircraft Maintenance Engineering licence. The Industrial Relations Department has been unusally enlarged. They are all drawing Rs. 3,000 to Rs. 4,000. Who are all these persons? What for have they been employed? What is the actual work that they are doing now? Under what circumstances were these posts created? Are they not the relations and well-wishers of Ministers or big bosses of the Indian Airlines? That I do not know. But I want to know who is responsible for all these appointments. The management of the Corporation. Is it not the management which is responsible for this? Now, the office has been expanded and it has been shifted to a palatial building of a private man for which the Corporation is paying lakhs of rupees as rent....

MR. CHAIRMAN: Where is it.

SHRI S. M. BANERJEE: The name of the building is Kanchenchunga.

SHRI THA KIRUTTINAN: The Indian Airlines Corporation Employees Service Rules, rule No. 62, Chapter III, Temporary duty on tour says:

> "An employee proceeding on temporary duty may travel by air or rail or road as may be required and shall be eligible for the following...."

Sir, this is a rule under which some people who are known to them and who are the well-wishers of the big

[Shri Tha Kiruttinan]

bosses are sent on temporary duty on tour and they are enjoying all the privileges by which the corporation's money is being wasted. The employees want the abrogation of this rule but the management is against it. The management is trying to hoodwink the public and put the whole responsibility on the employees. The lock-out is totally illegal, unwarranted and uncalled for. The management has failed to effect a compromise and bring out normalcy and smooth-running of the administration. Therefore, I would like to know from the Government whether the Minister would assure this House that a tripartite meeting in which the Government will also be a party will be convened to find out a solution or these troubles?

SHRI DINESH CHANDRA GOSWAMI (Gauhati): Mr. Banerjee made a serious allegation of *mala fide* against the management for declaring this lock-out. But does he know that taking his argument to the logical extreme, one can say that he has acted *mala fide* by raising this debate here at this hour, to prevent us from joining the public reception? I feel that such glib arguments should not be advanced against a man who has stood by this country and served this country in a more selfless manner....

SHRI S. M. BANERJEE: Nobody is less patriotic. Do you say that the employees are less patriotic?....(*Interruptions*).

SHRI DINESH CHANDRA GOSWAMI: The previous speaker said that everything is wrong with the Indian Airlines. But the moment you try to correct it, they try to put a restraining hand and create hurdles in the way. The question is that on the one hand you say that everything is wrong. But if a man with a military discipline behind him tries to correct the things, you raise a hue and cry.

The whole question to-day is whether we will make a beginning to correct the errors which have crept into the Indian Airlines. We are all passengers of the Indian Airlines. In fact, to-day the voice and the sentiments of the people is that if the Indian Airlines cannot be reformed, it is better that the Indian Airlines comes to a stop. That is the psychology of the people to-day.

My friends have said that it should have been done after negotiations. If my information is correct, there were negotiations and the negotiations went to this extent that the Bombay Union agreed to the time shift but at the intervention of the central union they changed their stand. So, to come and say that there were no negotiations is undoubtedly not a correct statement.

We are all for the labour. But, at the same time, remember that by doing this you are not serving the cause of the labour. If the condition of the labourers, if the condition of the wage-earners in the country is to be improved, then we must see that the public services and the public corporations function in a manner that there can be sufficient amount of profit. To-day people have started talking. Look here, if this be the way in which the public corporations function, how can you really keep the confidence of the public sector in the nationalised undertakings? This is one of the things. This is really affecting the goal towards which we are proceeding.

I wholeheartedly support this particular stand that is taken by Mr. Lall, I feel that large number of Members of this House will stand by them. I could have understood the grievance of the workers if the new shift system would have in any way affected the interest of the working class. I could have then supported it. It is not so. It has not affected the working class. They used to get 7 days off after 28 weeks and now under this system they will get 8 days off after

32 weeks. Instead of 44 hours they have to work now for 41 hours and 7 minutes. In this country we have to remember that there are large number of people who are unemployed. The Government should take a decision that there will be no overtime and if necessary fresh people should be employed. On the one hand you want more people to be employed in the country and on the other you want overtime not to be reduced. There is a contradiction in this stand. The sooner this is resolved the better it would be for the country. In Indian Airlines what is the pay scale? The Junior Technician starts with Rs. 300. In Air Force after 30 years the Technician gets Rs. 500. Are we to say that the Technician in the Air Force is less responsible? The less said about the pilots the better. We are paying Rs. 1 crore for the pilots. This does not include the overtime pay. This is only for their hotel charges, for their transport because they have to move in the night. Flight Engineers get Rs. 2,260 to Rs. 2,775 plus Rs. 900 allowance. That come to Rs. 3,000 and odd. Even they have joined the fray. There was a survey conducted which showed that a Loader in Calcutta earns Rs. 1,000 a month, Traffic Assistant earns Rs. 1,000 to Rs. 1,400 and Supervisor earns Rs. 2,000. We have to look at things from the point of view of the economy of the nation. We are facing a serious situation and the management has taken a strong attitude. I am in favour of it. If we go on giving concession after concession we will end nowhere. I am for negotiation but that does not mean that we must go on giving concessions after concessions. People working in public undertakings are employees of the society at large. I congratulate Mr. Lall on the bold step he has taken, and I am in favour of it.

THE MINISTER OF COMMUNICATIONS AND TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): I am thankful to hon. Members for the views expressed by them. I have already given the entire background in my earlier two statements. I don't want to cover the same ground again. Certain points were made requiring attention. I will confine myself to those points.

The charge was made that Mr. Lall came on the scene suddenly, and, as if by a mandate or some type of military order, he wanted to stop all overtime, to revise the shift pattern and all that. Mr. Ismail made this charge. He said Mr. Lall joined in the first week of August, 1973. He has been with us as far back as June, 1971. It was agreed between the then management and the workers that these shifts will be revised.

DR. RANEN SEN: In consultation with the union.

SHRI RAJ BAHADUR: Mr. Ranen Sen, I would like to read out the agreement about this.

> "The Corporation may revise from time to time the shift arrangements on the different basis both in regard to the composition of the shifts as well as the shift timings so as to meet the variation in the workload."

That means the shift system will be linked to the workload and that revision should be made in that. Even if this new provision of alternate shifts is to be made or before the shift arrangements are revised, it will be discussed with the Union. (*Interruptions*) My hon. friend, Shri Sen, is averring ignorance about this that the discussions have taken place. I maintain in letter and spirit that this has been observed. The revision will be discussed with the Union and every endeavour will be made to meet the Union so as to reach a decision.

DR. RANEN SEN: But that was not done.

SHRI RAJ BAHADUR: Every attempt was made. This was on 18th

[Shri Raj Bahadur]

August itself when the new Chairman said that this had to be done because the people had suffered from certain deficiencies in services, delays and things. I shall not repeat them over and over again as these are very well-known. On the 8th August and on the 22nd September there was a regular meeting. Also on 15th and 16th and 26th October, they did meet. And on the 28th October, after discussion with them a paper containing the new shift pattern was handed over to the workers. From 28th to 29th or till 5th.....

SHRI S. M. BANERJEE: I want to know when was the agreement reached and where is the agreement?

SHRI RAJ BAHADUR: Please wait. You must read further. You want to take my time a little further.

> "In the event of no agreed decision, the matter will be referred to the Assistant General Manager for a final decision and after necessary consultation with the Central Offices."

So, it is clear that the final decision would be taken after consultation. Since there was no agreement reached even after all the discussions and consultations, the final decision was left to the A.M.O. This was left to the A.M.O. In the case of technicians, it was left to regional director. In the case of engineers, again it is left to the regional director. All these exercises have been gone through faithfully. Why was this gone through—because of the feelings expressed by Shri Goswamy, because of the feelings expressed just now by Shri Jha and, perhaps, by Shri Kachwai. Are we satisfied with the way in which our services have been delayed?

Some figures have been given some time back that between 1967 and 1968, I do not know if I am correct, the number of delays was 78 per cent of the total number of flights. It had increased to 35.65 per cent in 1971-72 and in September 1973, the percentage of delays was as high as 67 per cent.

DR. RANEN SEN: Your officers are equally responsible.

SHRI RAJ BAHADUR: I am not here to diagnose the disease in that way and I am not here to apportion the blame and pinpoint on that. I am only stating the state of affairs. We always say that we have got a system they will get 8 days offs after soft corner—we should have a soft corner—for the workers; we are not after their flesh or blood. We have got the higest feelings for them. We have also the respect for the management. But, the management and the workers are not the two parties alone. The vital fact is this which affects the travelling public when the delay is caused in the services. It is the passengers who pay for it. I am only referring to this because you referred to the newspaper statement. I am referring to the newspaper statement of an old lady; when she found that the services were not working well she said "they are paid so highly and still they are not satisfied. It is better that the services are closed". This is what she says. I would say that really I would not like to compare and try to provoke the Indian Air Force more. There is no comparison for the valuable service they have rendered.

There is a public feeling in regard to the delays, absenteeism without leave, wild-cat strikes and all these things. This is not the only one union which is resorting to it. A section of the Union or even a group of workers can do it and they can completely paralyse the whole service. If they were to resort to go slow, absenteeism, wild-cat strikes, will these not hold the people to ransom? This is not my word but this is going about all over the country. Are you going to hold us to ransom? If this is the question, what reply shall the Minister give to such a question?

Here, I would say that the mandate comes from no less a body, from no less an authoritative body, than in fact, the most authoritative body of this House, namely, the Committee on Public Undertakings? What do they want me to do? And what do they want the management to do? They say clearly that the actual man-hours booked on various jobs have far exceeded the revised norms fixed in 1969 and the variations ranged not over 1 per cent but from 6 per cent to 365 per cent.

There is another thing also which they say. This is what the Committee on Public Undertakings is asking me to do. They say that unless effective steps are taken to eradicate or considerably reduce the present malpractices and deficiencies (quite a few of which are common to all departments of the Airlines) and to inculcate discipline in the organisation—here is the Public Undertakings Committee wanting me to inculcate discipline in the organisation this sprial of rising man-hours will continue.

Then they say that the two main reasons for low productivity hours were (1) excessive leave hours, and (2) indirect and unallocated hours. Here comes the command from them. They say that the Committee therefore urges that strict control should be maintained on absenteeism, overtime etc. It recommends that the corporation should spare no efforts to increase the productivity and exercise strict check on absenteeism and other wasteful practices.

SHRI S. M. BANERJEE: Am I to take it that in future, Government would be accepting all the recommendations of the Public Undertakings Committee?

SHRI RAJ BAHADUR: And what did the committee do? They hailed the agreement between the workers and the management as their yardstick and as their guide and they followed that in letter and spirit. After having done that they come to this particular matter and they come to some decisions.

Now what is the objective of the new shift pattern? The objective of the new shift pattern is to impove productivity and to draw the best by maximum utilisation of the strength that we have in the Indian Airlines both of workers and of staff; then, the strength of the shift which was to serve under the new pattern was to be related to the workload so that thereby we could maximise the on-time operation of the services. This was the objective, namely, on-time operation of the services. This was necessary to ensure efficiency. Both these things were intended to ensure safety as well. As I have already observed, this was what flowed out of those particular agreements. I may tell the House that I have met my hon. friends and the union leaders whom I have also met personally for hours in order to convince them that it should not be allowed to become a question of prestige or a mere stand taken.

SHRI S. M. BANERJEE: That should be so on both sides.

SHRI RAJ BAHADUR: I can assure my hon. friend that there is no question of prestige on the side of the Government or the management.

AN HON. MEMBER: If there is no agreement, let the *status quo* be maintained.

SHRI RAJ BAHADUR: Do my hon. friends want that for months and months negotiations should be conducted? After having gone through all these processes and after giving their own word that if there is no agreement, the regional director or the assistant managing director will have the final say or the final decision, no, they want all that to be abrogated. I would appeal to them to consider coolly this new pattern of shift. It should not be a matter of passion, but it is a matter of the safety and the convenience and the efficient running of a

[Shri Raj Bahadur]

very important airline, one of our national airlines, which should be an object of pride for us. Were they not signatories to this agreement that the final say will lie with the regional director or with the assistant managing director? (*Interruptions*) My hon. friends should not interrupt me in this manner. I would say that they had subscribed their signatures to it. Healthy trade unionism will thrive only if the workers also observe implicity and without reservations what they are committed to. It is not one-way traffic. I would say that they would have won their battle half if only they would have accepted the new pattern and then asked for amendment, which door is open to them even now also. Even now they can do it. There is a absolutely no difficulty in that.

SOME HON. MEMBERS: Let the lock-out be lifted.

SHRI RAJ BAHADUR: Let us not make on either side any attempt to fish in troubled waters. Is it not my duty and is it not the duty of Shri Banerjee or Shri Kachwai also to tell the workers to abide by their own written word to which they had subscribed their own signatures. Why are they not doing it?

SHRI S. M. BANERJEE: I can prove that no consultation was done and this was thrust on them.

SHRI RAJ BAHADUR: Shri Banerjee has been very unkind to me as well as to the new Chairman.

AN HON. MEMBER: And to the people at large.

SHRI RAJ BAHADUR: He said that Shrimati Purabi Mukerjee called a meeting of MPs and a statement was made by the Chairman but no hint was given of the lock-out. He has also accused me of breach of privilege. He would remember that on the very first day I had said—and I repeated it in the other House—that if fewer and fewer technicians are available, if fewer engineers are available and aircraft are not available, we shall consider safety to be paramount for ourselves and we shall have to ground all the aircraft. I myself made that statement. I said so in the House; I did not go outside. When there were no aircraft available, when technicians were not coming forward, should we allow the manuals laid down by the DGCA to be flouted? Should we still continue the air services? It is not as if we wanted any lock-out. We did not want a lock-out. (*Interruptions*) We have been driven to it—here I must say and point my accusing finger—because of the wrong encouragement given by some members of the Opposition needlessly. (*Interruptions*) Please accept this. I still appeal to them; I again renew my appeal. (*Interruptions*) I am not asking for surrender.

If I may submit, it is not a question of surrender. If I may repeat his advice, I want them not to surrender. But they should held sacred their own written word, their own signature. They should do so. They should allow the whole issue to be sorted out. Let it be discussed, let it be tried. If there are any defects or hardships, they can be sorted out

It was said that the Chairman threatened to resign if the Minister interfered. This is something very very unkind. It was said that the Minister is helpless. I am not one of those members of this House who, having been given an opportunity to serve the country, will throw the blame or responsibility for anything that happens in my department on the shoulders of the Chairman. For anything that I do, for anything that is done in my department, I am responsible. (*Interruptions*)

SHRI S. M. BANERJEE: Do not take retired personnel (*Interruptions*).

SHRI RAJ BAHADUR: I am not a helpless person. Therefore I say with all responsibility that the responsibility is entirely mine. I assume it; I own it.

Another point which must be answered was about top-heavy administration, about the number of officers having increased...

श्री एस० एम० बनर्जी : पब्लिक अन्डर टेकिंग्स को सब रिटायर्ड लोगों ने खराब किया है ।

सभापति महोदय : आप सुन लीजिये । यह बहुत ही अनफेयर है कि आप उनका प्वाइंट नहीं सुनते हैं । आप मंत्री जी की बात सुन लीजिये ।

श्री राज बहादुर : सभापति जी, उनका मतलब सुलझाना नहीं है, बल्कि कन्फ्यूशन पैदा करना है क्योंकि उसमें उनका फायदा है ।

उन्होंने एक बात कही ।

I must refer to it. I did not want to import it. He said that this lock-out came at a particular time, when a very distinguished guest was in our midst. This was rather awful.

MR. CHAIRMAN: Please do not refer to it.

SHRI RAJ BAHADUR: I have to say this. I must also justify and vindicate the position of the management. The welcome to our honoured guest did not depend upon the official class or the business executives who normally travel by the airlines. His welcome depended upon the common man. If he had the occasion to go to Red Fort today, he would have seen that million and millions of people are gathered there to welcome him. They have come by rail. I must again say that this was very very insulting to our guest, and Shri Banerjee must apologise to our guest Even those who wanted to come by air, could have come by Air India which was operating from all the four centres. They could have come on the 24th, they could have come on the 25th, they could have come on 26th, they could have come even today. To welcome our honoured guest, they could have come by rail, by motor or by any other means. I say Mr. Brezhnev is a man of the people. He is a leader of the people. He is not a leader of the business executives or officials. Therefore, I think it ill behoves Shri Banerjee to make a statement like that. I was surprise and shocked at it (*Interruptions*). When a point is made and you have been found in the wrong, please accept it as a gentleman here. Now, he has put me a very difficult question; also Mr. Goswami; and the question first act to rectify the situation? Mr. Goswami asked, "Are you not going to take care that all the ills from which the Indian Airlines suffer should be rectified?" I can only assure him that it is my earnest endeavour, and I will dedicate myself to this, and I will see that the Chairman and the management do dedicate themselves so improve the working, to improve the reliability, to improve the efficiency to improve the productivity, to improve the safety and to secure from the people their utmost satisfaction. For this, if anybody comes in the way, in the way of the working of the Airlines in the way of its objectives, I thing he is not being friendly to the workers nor is he being friendly to the management, to the country and to the people who travel by the Airlines. Therefore, let there be no doubt about it. It is the first step, because we have got to ensure that these types of strikes, go-slow, absenteeism—all these things—become a matter of the past. They are illegal. About the lock-out also, I would say—(*Interruptions*) Pardon.

SHRI S. M. BANERJEE: It is an illegal lock-out.

MR. CAIRMAN: Order please. It is a matter of opinion.

SHRI RAJ BAHADUR: It is not an illegal lock-out, because this absenteesim, go-slow—everything have made it perfectly legal. That is a matter of law. I think you are not a lawyer, Mr. Banerjee. Therefore, you should not really dabble in a thing which is not your subject. As a lawyer, I have satisfied myself. So, I would beg of you, and I would appeal to you, Mr. Banerjee; I wanted to meet you but I did not do so intentinally because this debate was coming. I would still appeal to you, please advise them, if you can, if your advice can go home, that let them respect their own signature; their own agreement, and let them take it as the basis for a new climate, a new step.

SHRI S. M. BANERJEE: If you have got the courage, advise Mr. Lal.

SHRI RAJ BAHADUR: Sir, I am grateful to the House for the support they have lent to this particular matter, and I can assure the people .... (*Interruptions*).

श्री हुकम चन्द कछवाय : हानि कितनी हुई है ?

श्री राज बहादुर : कभी बाद में सवाल करेंगे तो बता दूंगा । लेकिन इतना मैं कह देना चाहता हूं कि जो हानि हुई है वह उस हानि से कम है जिस में लोगों को तंग किया जाता है, उनको परेशान किया जाता है, इरिटेशन होता है । उस में ज्यादा हानि होती है । उसको ठीक करना चाहिये और उस को हम ठीक करें यही हमारी मंशा भी है ।

18.31 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, Novemben 28, 1973/Agrahayana 7, 1895 (Saka).

MGIPND—Job 1—2357 LS—26-2-74— 1010.